

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # s 721780- & 721790-  
STP00-0114-1(084) &  
STP00-0114-1(085)  
Fulton County  
GDOT District 7 - Metro Atlanta  
SR 9

**OFFICE** Design Policy & Support

**DATE** 11/26/2013

  
**FROM** *for* Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Jeff Fletcher, Statewide Location Bureau Chief  
Emmanuella Myrthil, State Safety Program Coordinator  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Patrick Allen, District Utilities Engineer  
Peter Emmanuel, Project Manager  
BOARD MEMBER - 6th Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
REVISED PROJECT CONCEPT REPORT**

Project Type: Widening, Reconstruction & Operational Improvements

PI Nos.: 721780 & 721790

GDOT District: District 7

County: Fulton County

Federal Route Number: N/A

State Route Number: SR 9

Project Number: STP00-0114-01(084) & STP00-0114-01(085)

The typical sections for each project PI No.:

721780 – Two 10.5 foot lanes in each direction, 12 foot median, 8 foot asphalt shoulder, 19.5 foot shoulder with 0.5 foot header curb, 5 foot grass strip and 12 foot multi-use trail.

721790 – Two 10.5 foot lanes in each direction, 12 foot median, 16 foot shoulder with 4 foot grass strip and 8 foot multi-use trail.

There will be a project exception from Old Milton Parkway to Academy Street. In the area of Vaughn Drive, project PI 0010870 will reconstruct this area, and will be constructed to the final project typical with these twin projects.

**Submitted for approval:**

Ron Osterloh, P.E. – Pond & Co.

Consultant Designer and Firm

Office Head (GDOT Project Manager's Office)

GDOT Project Manager

*\* Recommendation on file*  
**Recommendation for approval:**

*\* Glenn Bowman / KLP*  
State Environmental Administrator (recommendation required)

State Traffic Engineer (if applicable - recommendation required for roundabout)

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator (recommendation required)

August 16, 2013

DATE

*8/23/2013*

DATE

*8/21/2013*

DATE

*8-29-13*

DATE

DATE

*10-8-13*

DATE

## **PLANNING, APPROVED CONCEPT, & BACKGROUND DATA**

### **Project Justification Statement:**

SR 9 is a major north-south roadway that not only links the cities of Sandy Springs, Roswell, Alpharetta, and Milton, it also provides access from Forsyth and north Fulton County to I-285 and downtown Atlanta. SR 9 is also the major arterial that runs parallel to GA 400. With the increasing population growth in the northern part of Fulton County over the last twenty years and especially in the last ten years, SR 9 has become a major transportation corridor for vehicles traveling on and off of SR 400. The population within the City of Alpharetta has grown from 3,000 to over 50,000 since 1981. The abundance of shopping centers, office complexes, commercial businesses and schools within the city cause the population to swell over 120,000 people during the work day. Also, the 167-bed acute care community hospital, North Fulton Regional Hospital is located on SR 9 (Main Street) just within the adjacent Roswell city limits, near the southern terminus. As a result of the recent growth, and combined with close proximity of four SR 400 interchanges, the existing roadway network has struggled to handle the travel on SR 9.

These proposed SR 9 projects, PI 721780 and 721790 are included in the Atlanta Regional Transportation Plan (RTP), the Metropolitan Planning Organization (MPO) for the project area. The project corridor is identified as a bicycle/pedestrian route in the Fulton County Comprehensive Plan and the 2007 MPO bicycle and pedestrian plan.

The northern terminus is logical because it would tie into proposed project CSSTP-0007-00(838), PI No. 007838, (SR 9/Cumming Highway from Windward Parkway to Forsyth County line). This project is proposed to widen SR 9 (2 to 4 lanes) from Windward Parkway to the Forsyth County line.

In addition, there have been several additional public meetings held by the City of Alpharetta because of public concern for this project. The elements proposed by these meetings are proposed to meet AASHTO criteria as well as complement the downtown area of Alpharetta. These elements enhance the area aesthetics, promote reduced speeds, promote greater pedestrian safety and minimize right of way needs.

The need is to alleviate traffic congestion along SR 9 to accommodate existing and future travel demand and to reduce crash frequency and severity along the corridor. Crash rates along the corridor are above the statewide average for comparable route types, and the level of service is “D” or worse for 2040 (Design year).

**Description of the approved concept:** The proposed widening project of SR 9 from Upper Hembree Road to Windward Parkway is entirely within the City of Alpharetta in Fulton County and would reconstruct the roadway to a continuous four lane roadway separated by a median. The project would reconfigure side roads, add pedestrian and bicycle facilities, traffic and operational improvements, signal upgrades, and the addition of a raised median in some sections. The total length of the project is 3.84 miles.

**PDP Classification:** ☒ Major ☐ Minor

**Federal Oversight:** ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

**Projected Traffic as shown in the approved Concept Report: AADT**

Open Year (2012): 36,245

Design Year (2032): 44,230

**Updated Traffic: AADT**

Open Year (2020): 36,245

Design Year (2040): 44,230

**Functional Classification (Mainline):**

PI 721780 - Urban Principal Arterial

PI 721790 - Urban Minor Arterial Street

**VE Study anticipated:** ☐ No ☐ Yes ☒ Completed – Date: 12/9/2009

**Transportation Management Plan (TMP) Required:** ☐ No ☒ Yes

This project is Federal Oversight Exempt but includes federal funds. Therefore a TMP is required. The requirements will be met by including staging plans in the final plan set, and any special provisions that will apply to the project, such as SP 108 and 150.

## PROPOSED REVISIONS

Approved Features:	Proposed Features:
<p><i>The typical section will be revised for this concept. The City of Alpharetta has requested that the typical section be reduced and that bike lanes be replaced with multi-use trails on either side of the roadway.</i></p> <p><i>The 721790 approved typical section consisted of a continuous four lane urban roadway with 11 foot lanes, 4 foot bike lanes, 17 foot maximum raised median and 11.5 foot shoulders with 5 foot sidewalks.</i></p>	<p><i>The typical sections will be revised as the following:</i></p> <p><i>Upper Hembree to Old Milton Parkway (PI 721790): 5 lane urban section with 10.5 foot lanes, 12 foot median that is raised or flush, 18 inch curb and gutter on the median, and 24 inch curb and gutter on the outside. The shoulders will be 16 feet with an 8 foot multi-use trail. Planting will be allowed in the raised median as sight distance allows.</i></p> <p><i>Academy Street to Windward Parkway (PI 721780): 5 lane urban section with 10.5 foot lanes, a continuous 8 foot asphalt shoulder on both sides, 12 foot median that is raised or flush, 18 inch curb and gutter on the median, and header curb on the outside. Parallel parking will be striped where feasible on the asphalt shoulder. The shoulders are 19.5 feet with a 5 foot grass strip that allows for planting and lighting (the grass strip will be brick between Milton Avenue and Mayfield Road). Limited planting will be allowed in the raised median as sight distance allows. Pedestrians and bicycles will share a 12 foot wide multi-use path. No on-</i></p>

	<p><i>street bike lane will be provided.</i></p> <p><i>The city has requested a project exception from Old Milton Parkway to Milton Avenue/Academy Street. This City of Alpharetta has already improved the section from Old Milton Parkway to Marietta Streets. The section from Marietta Streets to Academy Street will be constructed by the City of Alpharetta included in their plan to reconstruct downtown Alpharetta with incorporation of the SR 9 typical section.</i></p> <p><i>The roadway section between Winthrop Park Drive to the Driveway just east of Water Oak Place will be constructed by the City-let Quick Operational Improvement Project PI No. 0010870. The GDOT SR 9 project will finalize the typical section through this area, generally only shoulder improvements.</i></p> <p><i>The Design Variance for the substandard median (12 ft) has been approved.</i></p>
<p><b>Reason(s) for change:</b> The citizens of Alpharetta were concerned about the original concept by not addressing the needs of the city through the typical sections. The city held public meetings in order to gather the input necessary to create a compromised typical section that met the needs of the citizens within the project area and the needs of the traveling public through the area. The proposed changes to the typical sections are a compromise between those issues. These typical sections meet AASHTO and GDOT design criteria, and a design variance has already been approved for the reduced median. Please see the attached letter from the City of Alpharetta for more information.</p>	

## ENVIRONMENTAL

### Project Air Quality:

Is the project located in a PM 2.5 Non-attainment area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is the project located in an Ozone Non-attainment area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is a Carbon Monoxide hotspot analysis required?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes

The “conforming plans model description” is as follows (see Attachment):

721780- (FN-067A) – SR 9 (North Main Street/Cumming Highway) from Academy Street to Windward Parkway, project length of 1.97 miles, widening from 2 to 4 lanes, opening year 2020, service type programmed is General Purpose Roadway Capacity. Note: only half of the proposed project is adding capacity from 2 to 4 lanes.

721790- (FN-067B) – SR 9 (South Main Street) from Upper Hembree Road to Academy Street, project length of 1.70 miles, widening from 4 to 4 lanes, opening year 2020, service type programmed is Safety & Operational Improvements.

**Potential environmental impacts of proposed revision:** This change will result in a moderate delay of the environmental document approval.

**Have proposed revisions been reviewed by environmental staff?** ☐ No ☒ Yes  
Edwards Pitman is performing the updated NEPA documents.

**Environmental responsibilities (Studies/Documents/Permits):** Edwards Pitman

**Environmental impacts by section:**

**NEPA:** Will the environmental document need to be reevaluated due to the proposed concept changes? Yes.

**Ecology:** List possible effects to: protected species and their habitats, streams, wetlands, etc. Are additional surveys required? If so, are there seasonal survey requirements that may affect the project schedule? None.

**Archeology:** List possible effects to archeological resources. Are additional surveys required? None.

**History:** List possible effects to historic resources. Are additional surveys required? None.

**Air & Noise:** List possible effects to air/noise analysis. Will additional modeling be required? None.

**Public Involvement:** Will additional public outreach be required as a result of the revision? No.

**MS4 Compliance – Is the project located in an MS4 area?** ☐ No ☒ Yes

The project is located within Fulton County which is an MS4 area. The project will require the design of post construction structural BMPs, but it is anticipated that the cost will greater than 10% of the entire project cost.

**PROJECT COST & ADDITIONAL INFORMATION**

UPDATED COST ESTIMATE			
	721780	721790	Date of Estimate
Base Construction Cost:	\$10,299,637.27	\$8,867,955.34	10/1/2013
Engineering and Inspection:	\$514,981.86	\$443,397.77	10/1/2013
Liquid AC Adjustment:	\$383,037.54	\$260,569.40	10/1/2013
<u>Total Construction Cost:</u>	\$11,197,656.67	\$9,571,922.51	
Right-of-Way:	\$20,218,000.00	\$13,726,000.00	9/26/2013
Utilities (reimbursable costs):	\$357,500.00	\$532,000.00	9/23/2013
Environmental Mitigation:	N/A	N/A	
<b>TOTAL PROJECT COST:</b>	\$31,773,156.67	\$23,829,922.51	

**Recommendation:** Recommend that the proposed revision to the concept be approved for implementation.

**Comments:** The substandard median (12 foot flush or raised) will require a design variance. The 8 foot asphalt shoulder included in the project 721780 typical section will only be striped for parallel parking where required sight distance is met. All other instances will be striped off and signed as "No Parking".

**Attachments:**

1. Sketch map
2. Typical Sections
3. Cost Estimate(s)
  - a. CES Cost Estimates
  - b. Liquid AC Adjustments
  - c. Right of Way Cost Estimates
  - d. Utility Cost Estimates
4. Conforming plan's network schematics showing thru lanes *(required for projects in non-attainment areas only)*
5. VE Implementation Letter
6. Letter from City of Alpharetta describing typical section changes and reasoning
7. Lighting Agreement
8. Sheet layouts

*KLP 9. Letters supporting having no bike lanes*

**APPROVALS**

Concur:   
Director of Engineering

10/29/2013  
Date

Approve:   
Chief Engineer

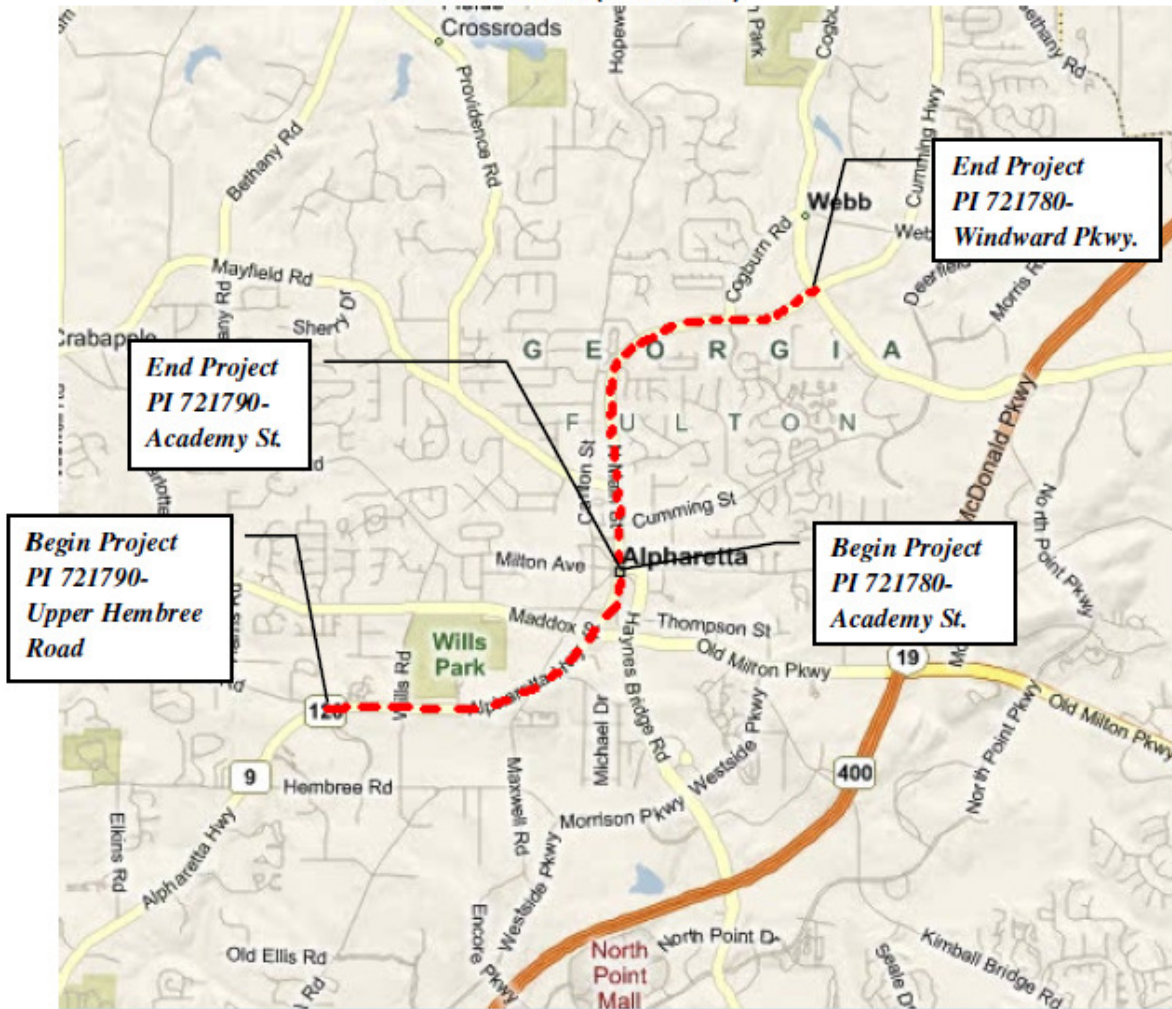
11/21/13  
Date



## SKETCH MAP

PROJECT PI NUMBER 721780 AND 721790

LOCATION SKETCH (not to scale)

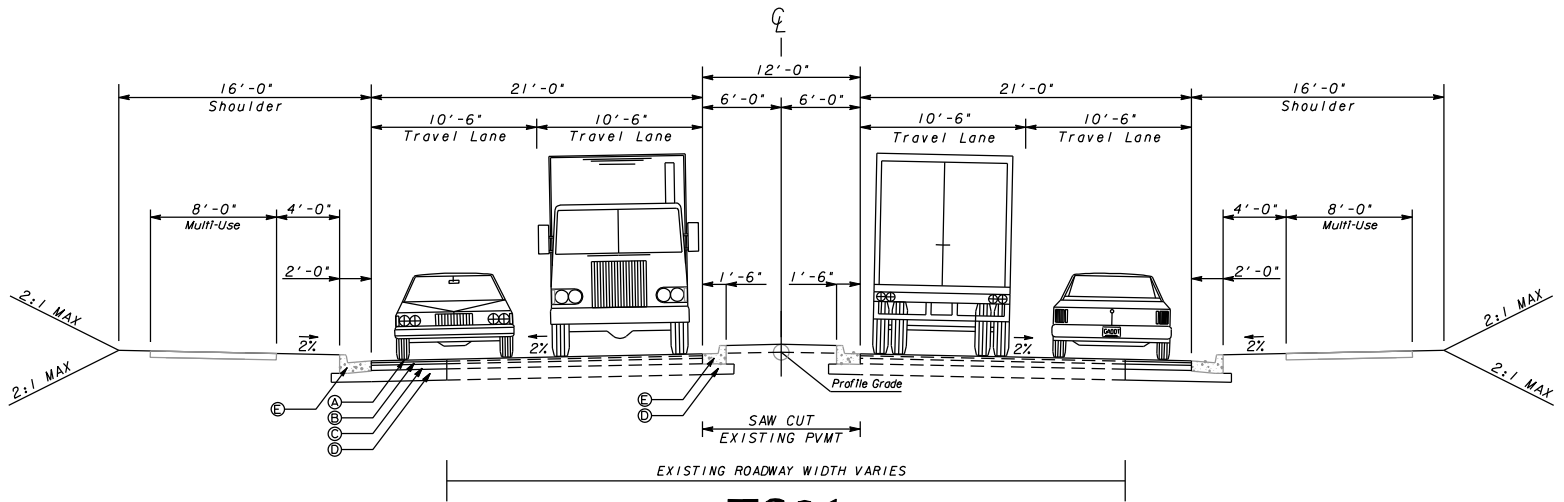


Project Numbers: STP00-0114-01(084), PI 721780- and STP00-0114-01(085), PI 721790-



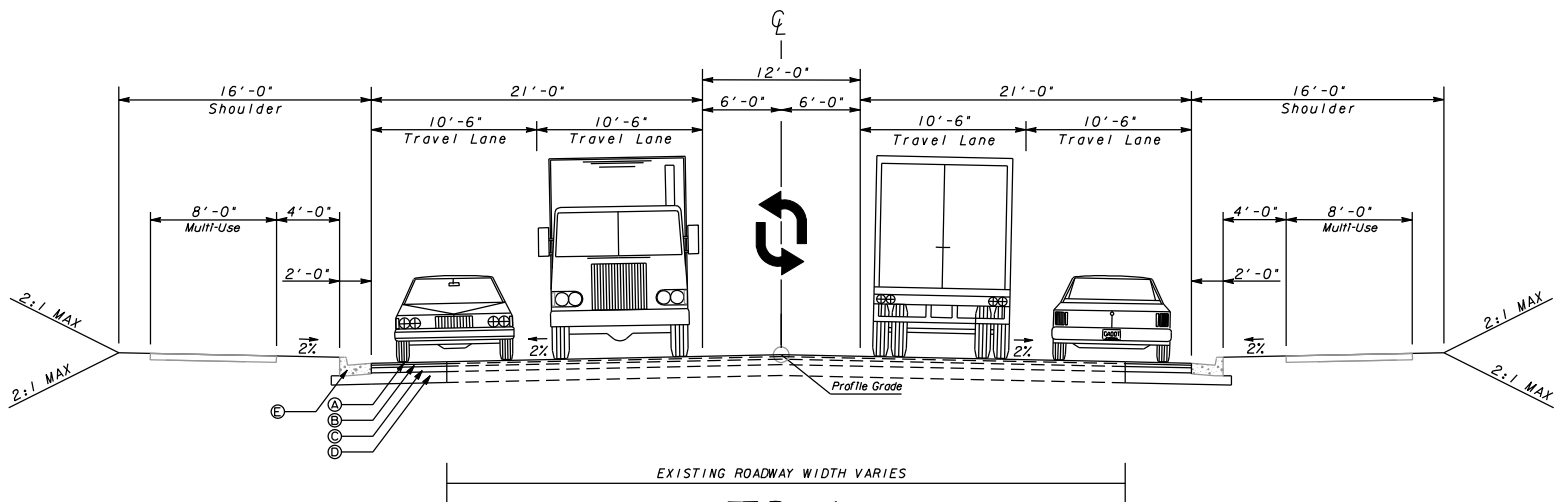
## UPPER HEMBREE ROAD TO OLD MILTON PARKWAY

NOTE: NO WORK IS PROPOSED ALONG MAIN STREET BETWEEN OLD MILTON PARKWAY AND ACADEMY STREET



**TS01**

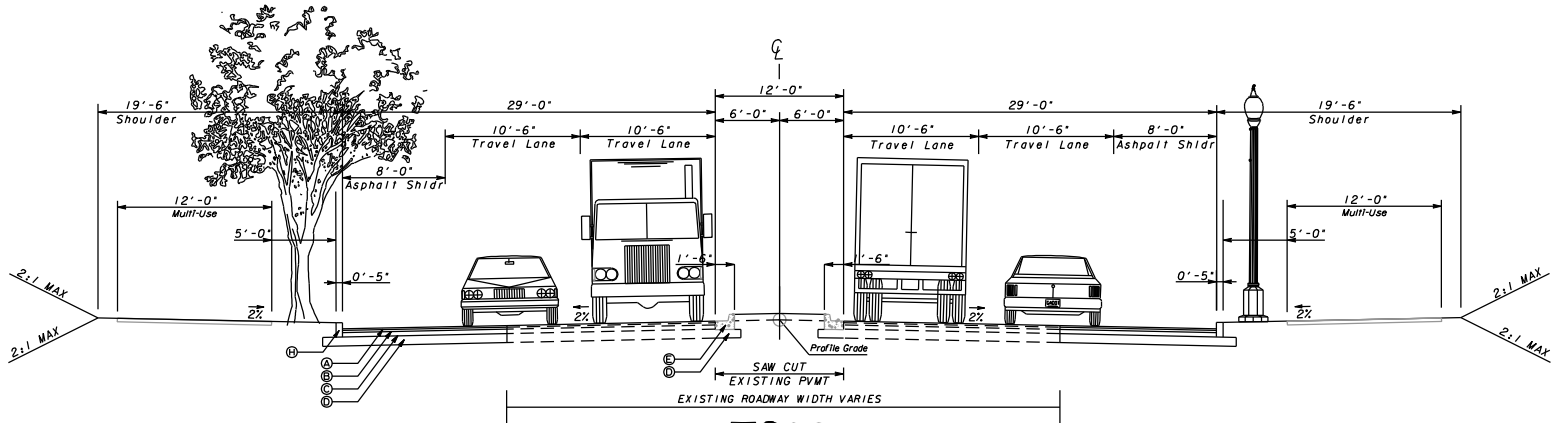
TANGENT SECTION - RAISED MEDIAN



**TS01**

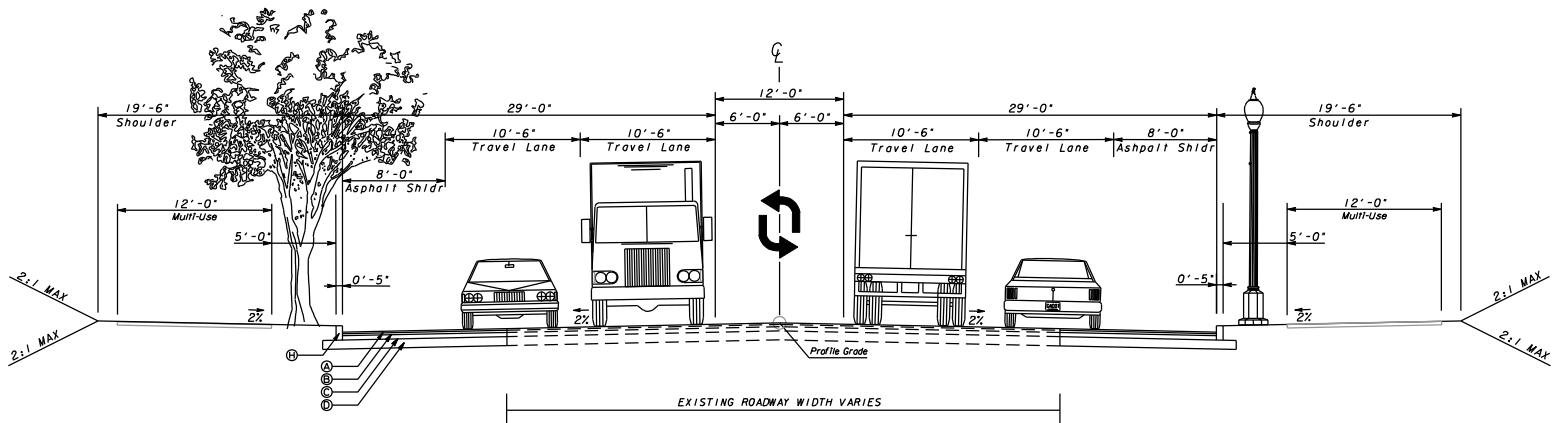
TANGENT SECTION - FLUSH MEDIAN

# ACADEMY STREET TO WINDWARD PARKWAY



TS03

TANGENT SECTION - RAISED MEDIAN



TS03

TANGENT SECTION - FLUSH MEDIAN

DATE : 10/01/201

3

## JOB DETAIL ESTIMATE

JOB NUMBER: 721790

SPEC YEAR: 01

DESCRIPTION: SR 9 OPERATIONAL IMPROVEMENTS

ITEMS FOR JOB 721790

LINE	ITEM	UNIETS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
5	441-0106	SY	CONC SIDEWALK, 6 IN	23334	\$ 45.00	\$ 1,050,030.00
10	441-0600	CY	CONC HEADWALLS	9	\$ 939.26	\$ 8,453.34
15	441-0748	SY	CONC MEDIAN, 6 IN	170	\$ 50.22	\$ 8,537.40
19	441-6216	LF	CONC CURB & GUTTER/ 8"X24"TP2	10809	\$ 15.51	\$ 167,647.59
20	441-6002	LF	CONC CURB & GUTTER/ 6"X18"TP2	203	\$ 20.29	\$ 4,118.87
24	402-1812	TN	RECYL AC LEVELING,INC BM&HL	1067.37	\$ 71.01	\$ 75,801.49
25	500-3201	CY	CL B CONC, RET WALL	1224	\$ 512.80	\$ 627,667.20
30	500-3900	CY	CL B CONC, INCL REINF STEEL	138	\$ 635.84	\$ 87,745.92
35	500-9999	CY	CL B CONC,BASE OR PVMT WIDEN	43	\$ 174.97	\$ 7,523.71
40	163-0232	AC	TEMPORARY GRASSING	1	\$ 679.69	\$ 679.69
45	163-0240	TN	MULCH	92	\$ 224.18	\$ 20,624.56
50	163-0300	EA	CONSTRUCTION EXIT	2	\$ 1,201.38	\$ 2,402.76
55	163-0501	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 1	3	\$ 566.20	\$ 1,698.60
60	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	6	\$ 379.53	\$ 2,277.18
65	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	3	\$ 15.20	\$ 45.60
70	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SNBSG	2	\$ 314.42	\$ 628.84
80	163-0531	EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO-LS	1	\$ 8,759.08	\$ 8,759.08
85	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	2588	\$ 1.02	\$ 2,639.76
90	165-0020	LF	MAINT OF TEMP SILT FENCE, TP B	1294	\$ 0.45	\$ 582.30
95	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	5175	\$ 0.70	\$ 3,622.50
105	165-0060	EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	2	\$ 881.28	\$ 1,762.56
115	165-0085	EA	MAINT OF SILT CONTROL GATE, TP 1	5	\$ 198.58	\$ 992.90
120	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	7	\$ 139.78	\$ 978.52
125	165-0101	EA	MAINT OF CONST EXIT	2	\$ 600.44	\$ 1,200.89
130	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	1	\$ 478.38	\$ 478.39
135	167-1500	MO	WATER QUALITY INSPECTIONS	11	\$ 548.95	\$ 6,038.52
140	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	5175	\$ 1.57	\$ 8,151.40
145	171-0020	LF	TEMPORARY SILT FENCE, TYPE B	2588	\$ 1.05	\$ 2,741.31
150	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	10350	\$ 2.79	\$ 28,876.50
155	700-6910	AC	PERMANENT GRASSING	3	\$ 685.85	\$ 2,057.57
160	700-7000	TN	AGRICULTURAL LIME	52	\$ 79.87	\$ 4,153.59
165	700-8000	TN	FERTILIZER MIXED GRADE	4	\$ 396.37	\$ 1,585.51
170	700-8100	LB	FERTILIZER NITROGEN CONTENT	874	\$ 1.71	\$ 1,495.77
175	550-1180	LF	STM DR PIPE 18",H 1-10	8832	\$ 34.05	\$ 300,729.60
180	550-1240	LF	STM DR PIPE 24",H 1-10	2944	\$ 42.35	\$ 124,678.40
185	550-1300	LF	STM DR PIPE 30",H 1-10	1472	\$ 50.65	\$ 74,556.80
190	550-1360	LF	STM DR PIPE 36",H 1-10	736	\$ 64.91	\$ 47,773.76
195	550-2180	LF	SIDE DR PIPE 18",H 1-10	230	\$ 27.45	\$ 6,314.37
200	550-2240	LF	SIDE DR PIPE 24",H 1-10	184	\$ 38.08	\$ 7,007.86
205	550-3318	EA	SAFETY END SECTION 18",STD,4:1	6	\$ 678.43	\$ 4,070.59
210	550-3324	EA	SAFETY END SECTION 24",STD,4:1	2	\$ 927.47	\$ 1,854.96
215	550-3330	EA	SAFETY END SECTION 30",STD,4:1	1	\$ 1,375.15	\$ 1,375.16
220	550-4118	EA	FLARED END SECT 18 IN, SIDE DR	2	\$ 339.26	\$ 678.53
225	550-4124	EA	FLARED END SECT 24 IN, SIDE DR	1	\$ 530.81	\$ 530.82
230	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	83	\$ 42.43	\$ 3,522.45
235	603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	21	\$ 48.82	\$ 1,025.33
240	603-7000	SY	PLASTIC FILTER FABRIC	104	\$ 4.34	\$ 452.09
245	668-1100	EA	CATCH BASIN, GP 1	58	\$ 2,138.58	\$ 124,037.64
250	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	23	\$ 207.88	\$ 4,781.46
255	668-2100	EA	DROP INLET, GP 1	23	\$ 2,127.84	\$ 48,940.47
260	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	5	\$ 213.76	\$ 1,068.83
265	668-4300	EA	STORM SEW MANHOLE, TP 1	6	\$ 2,228.28	\$ 13,369.71
270	310-1101	TN	GR AGGR BASE CRS, INCL MATL	5334	\$ 22.31	\$ 119,001.54
275	318-3000	TN	AGGR SURF CRS	920	\$ 19.65	\$ 18,078.00
280	402-3113	TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	4456	\$ 75.94	\$ 338,388.64
285	402-3121	TN	RECYL AC 25MM SP,GP1/2,BM&HL	3353	\$ 66.00	\$ 221,298.00
290	402-3190	TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	5940	\$ 75.70	\$ 449,658.00
295	413-1000	GL	BITUM TACK COAT	4590	\$ 2.75	\$ 12,622.50
300	432-5010	SY	MILL ASPH CONC PVMT,VARB DEPTH	46380	\$ 1.60	\$ 74,546.57

305	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	90	\$	13.70	\$	1,233.00
315	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	103	\$	17.75	\$	1,828.25
325	636-2070	LF	GALV STEEL POSTS, TP 7	313	\$	5.87	\$	1,837.31
330	636-2090	LF	GALV STEEL POSTS, TP 9	155	\$	5.00	\$	775.00
335	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	64	\$	72.01	\$	4,608.64
350	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	5660	\$	0.91	\$	5,150.60
355	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	13240	\$	0.89	\$	11,783.60
359	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	2300	\$	1.80	\$	4,140.00
360	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	831	\$	6.01	\$	4,994.31
365	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	21000	\$	0.67	\$	14,070.00
370	653-3502	GLF	THERMO SKIP TRAF ST, 5 IN, YEL	1822	\$	0.28	\$	510.16
375	653-6004	SY	THERM TRAF STRIPING, WHITE	1080	\$	3.39	\$	3,661.20
380	653-6006	SY	THERM TRAF STRIPING, YELLOW	589	\$	3.30	\$	1,943.70
385	654-1001	EA	RAISED PVMT MARKERS TP 1	48	\$	3.54	\$	169.92
390	654-1003	EA	RAISED PVMT MARKERS TP 3	300	\$	4.31	\$	1,293.00
395	150-1000	LS	TRAFFIC CONTROL - LS	1	\$	550,000.00	\$	550,000.00
400	153-1300	EA	FIELD ENGINEERS OFFICE TP 3	1	\$	90,435.21	\$	90,435.21
405	210-0100	LS	GRADING COMPLETE - LS	1	\$	2,000,000.00	\$	2,000,000.00
410	634-1200	EA	RIGHT OF WAY MARKERS	92	\$	101.48	\$	9,336.16
430	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
435	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
440	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
445	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
450	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
455	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
460	647-1000	LS	TRAF SIGNAL INSTALLATION NO - LS	1	\$	85,000.00	\$	85,000.00
465	009-3500	LS	MISC LANDSCAPE ITEMS	1	\$	385,299.38	\$	385,299.38
470	682-9030	LS	LIGHTING SYSTEM	1	\$	1,037,524.00	\$	1,037,524.00
ITEM TOTAL							\$	8,867,955.34
INFLATED ITEM TOTAL							\$	8,867,955.34
ESTIMATED COST:							\$	8,867,955.34
CONTINGENCY PERCENT (0.0):							\$	-
ESTIMATED TOTAL:							\$	8,867,955.34

DATE : 10/1/2013

## JOB DETAIL ESTIMATE

JOB NUMBER: 721780 SPEC YEAR: 01  
 DESCRIPTION: SR 9 OPERATIONAL IMPROVEMENTS

ITEMS FOR JOB 721780						
LINE	ITEM	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
5	441-0106	SY	CONC SIDEWALK, 6 IN	29200	\$ 45.00	\$ 1,314,000.00
10	441-0600	CY	CONC HEADWALLS	11	\$ 939.26	\$ 10,331.86
15	441-0748	SY	CONC MEDIAN, 6 IN	0	\$ 46.74	\$ -
19	441-6216	LF	CONC CURB & GUTTER/ 8"X24"TP2	1875	\$ 15.51	\$ 29,081.25
20	402-1812	TN	RECYL AC LEVELING,INC BM&HL	1422.42	\$ 69.22	\$ 98,472.46
25	441-6002	LF	CONC CURB & GUTTER/ 6"X18"TP2	2900	\$ 20.29	\$ 58,841.00
30	500-3201	CY	CL B CONC, RET WALL	1437	\$ 454.98	\$ 653,806.26
35	500-3900	CY	CL B CONC, INCL REINF STEEL	162	\$ 317.25	\$ 51,394.50
40	500-9999	CY	CL B CONC,BASE OR PVMT WIDEN	64	\$ 174.97	\$ 11,198.08
45	163-0232	AC	TEMPORARY GRASSING	2	\$ 290.95	\$ 581.90
50	163-0240	TN	MULCH	108	\$ 188.02	\$ 20,306.76
55	163-0300	EA	CONSTRUCTION EXIT	3	\$ 1,201.38	\$ 3,604.16
60	163-0501	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 1	400	\$ 566.20	\$ 226,480.00
65	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	8	\$ 379.53	\$ 3,036.24
70	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	3	\$ 14.63	\$ 43.89
75	163-0531	EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO -A	1	\$ 7,617.72	\$ 7,617.73
80	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	3037	\$ 0.89	\$ 2,723.76
85	165-0020	LF	MAINT OF TEMP SILT FENCE, TP B	1519	\$ 0.45	\$ 691.15
90	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	6075	\$ 0.81	\$ 4,926.89
95	165-0060	EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	2	\$ 1,082.35	\$ 2,164.71
100	165-0085	EA	MAINT OF SILT CONTROL GATE, TP 1	5	\$ 103.91	\$ 519.59
105	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	8	\$ 94.45	\$ 755.64
110	165-0101	EA	MAINT OF CONST EXIT	2	\$ 490.75	\$ 981.50
115	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	1	\$ 225.00	\$ 225.00
120	167-1500	MO	WATER QUALITY INSPECTIONS	13	\$ 568.14	\$ 7,385.86
125	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	6075	\$ 1.50	\$ 9,138.99
130	171-0020	LF	TEMPORARY SILT FENCE, TYPE B	3037	\$ 1.16	\$ 3,533.61
135	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	12150	\$ 2.62	\$ 31,872.12
140	700-6910	AC	PERMANENT GRASSING	4	\$ 779.53	\$ 3,118.13
145	700-7000	TN	AGRICULTURAL LIME	62	\$ 59.69	\$ 3,701.12
150	700-8000	TN	FERTILIZER MIXED GRADE	4	\$ 410.92	\$ 1,643.70
155	700-8100	LB	FERTILIZER NITROGEN CONTENT	1026	\$ 1.71	\$ 1,754.60
160	550-1180	LF	STM DR PIPE 18",H 1-10	10368	\$ 34.05	\$ 353,030.40
165	550-1240	LF	STM DR PIPE 24",H 1-10	3456	\$ 42.35	\$ 146,361.60
170	550-1300	LF	STM DR PIPE 30",H 1-10	1728	\$ 50.65	\$ 87,523.20
175	550-1360	LF	STM DR PIPE 36",H 1-10	864	\$ 64.91	\$ 56,082.24
180	550-2180	LF	SIDE DR PIPE 18",H 1-10	270	\$ 27.60	\$ 7,452.00
185	550-2240	LF	SIDE DR PIPE 24",H 1-10	216	\$ 26.91	\$ 5,814.29
190	550-3318	EA	SAFETY END SECTION 18",STD,4:1	6	\$ 653.66	\$ 3,921.98
195	550-3324	EA	SAFETY END SECTION 24",STD,4:1	2	\$ 756.36	\$ 1,512.73
200	550-3330	EA	SAFETY END SECTION 30",STD,4:1	1	\$ 1,049.34	\$ 1,049.34
205	550-4118	EA	FLARED END SECT 18 IN, SIDE DR	2	\$ 304.76	\$ 609.54
210	550-4124	EA	FLARED END SECT 24 IN, SIDE DR	1	\$ 542.07	\$ 542.08
215	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	97	\$ 34.88	\$ 3,384.26
220	603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	24	\$ 45.23	\$ 1,085.68
225	603-7000	SY	PLASTIC FILTER FABRIC	121	\$ 3.81	\$ 461.06
230	668-1100	EA	CATCH BASIN, GP 1	67	\$ 2,138.58	\$ 143,284.86
235	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	27	\$ 158.34	\$ 4,275.26
240	668-2100	EA	DROP INLET, GP 1	27	\$ 1,860.49	\$ 50,233.23
245	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	5	\$ 135.09	\$ 675.48
250	668-4300	EA	STORM SEW MANHOLE, TP 1	6	\$ 1,588.34	\$ 9,530.05
255	310-1101	TN	GR AGGR BASE CRS, INCL MATL	7161	\$ 22.31	\$ 159,761.91
260	318-3000	TN	AGGR SURF CRS	1080	\$ 14.35	\$ 15,501.67
265	402-3113	TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	6787	\$ 75.94	\$ 515,404.78
270	402-3121	TN	RECYL AC 25MM SP,GP1/2,BM&HL	4502	\$ 66.00	\$ 297,132.00
275	402-3190	TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	9049	\$ 75.70	\$ 685,009.30
280	413-1000	GL	BITUM TACK COAT	6992	\$ 2.75	\$ 19,228.00

[illegible]



PROJ. NO.	PEMAS011401085
P.I. NO.	721790
DATE	10/1/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-13	\$ 3.523
DIESEL		\$ 3.903
LIQUID AC		\$ 571.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

#### LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

##### Asphalt

Price Adjustment (PA)				<b>253815.21</b>	\$	<b>253,815.21</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				<b>740.85</b>		

ASPHALT	Tons	%AC	AC ton
Leveling	1068	5.0%	53.4
12.5 OGFC		5.0%	0
12.5 mm	4456	5.0%	222.8
9.5 mm SP		5.0%	0
25 mm SP	3353	5.0%	167.65
19 mm SP	5940	5.0%	297
	<b>14817</b>		<b>740.85</b>

##### BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	<b>6,754.19</b>	\$	<b>6,754.19</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60			
Monthly Asphalt Cement Price month project let (APL)			\$	571.00			
Total Monthly Tonnage of asphalt cement (TMT)				<b>19.71451323</b>			

##### Bitum Tack

Gals	gals/ton	tons
4590	232.8234	19.7145132

##### BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				<b>0</b>	\$	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				<b>0</b>		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$</b>	<b>260,569.40</b>
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PROJ. NO.	PEMAS011401084
P.I. NO.	721780
DATE	10/1/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-13	\$ 3.523
DIESEL		\$ 3.903
LIQUID AC		\$ 571.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

#### LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

##### Asphalt

Price Adjustment (PA)				<b>372748.8</b>	\$	<b>372,748.80</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				1088		

ASPHALT	Tons	%AC	AC ton
Leveling	1422	5.0%	71.1
12.5 OGFC		5.0%	0
12.5 mm	6787	5.0%	339.35
9.5 mm SP		5.0%	0
25 mm SP	4502	5.0%	225.1
19 mm SP	9049	5.0%	452.45
	<b>21760</b>		<b>1088</b>

##### BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	<b>10,288.74</b>	\$	<b>10,288.74</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60			
Monthly Asphalt Cement Price month project let (APL)			\$	571.00			
Total Monthly Tonnage of asphalt cement (TMT)				30.03134565			

##### Bitum Tack

Gals	gals/ton	tons
6992	232.8234	30.0313456

##### BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				<b>0</b>	\$	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	913.60		
Monthly Asphalt Cement Price month project let (APL)			\$	571.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$</b>	<b>383,037.54</b>
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GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/14/2010 Project: STP-114-1(85)  
Revised: 9/26/2013 County: Fulton County  
PI: 721790

Description: SR 9 from Upper Hembree Road to Academ Street  
Project Termini: Safety and Operational Improvement

Existing ROW: Varies  
Parcels: 85 Required ROW: Varies

Land and Improvements \$11,922,000.00

Proximity Damage \$75,000.00

Consequential Damage \$50,000.00

Cost to Cures \$125,000.00

Trade Fixtures \$0.00

Improvements \$3,750,000.00

Valuation Services \$231,250.00

Legal Services \$544,875.00

Relocation \$300,000.00

Demolition \$0.00

Administrative \$727,500.00

TOTAL ESTIMATED COSTS \$13,725,625.00

**TOTAL ESTIMATED COSTS (ROUNDED) \$13,726,000.00**

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG#: 286999 09/26/2013 (DATE)

Approved By: Lashone Alexander CG#: 286999 09/26/2013 (DATE)

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/14/2010 Project: STP-114-1(84) Fulton  
Revised: 9/26/2013 County: Fulton County  
PI: 721780

Description: SR 9 from Academy Street to Winward Parkway  
Project Termini: Safety and Operational Improvement

Existing ROW: Varies  
Parcels: 120 Required ROW: Varies

Land and Improvements \$17,931,375.00

Proximity Damage \$150,000.00

Consequential Damage \$50,000.00

Cost to Cures \$250,000.00

Trade Fixtures \$0.00

Improvements \$1,530,000.00

Valuation Services \$272,500.00

Legal Services \$756,000.00

Relocation \$240,000.00

Demolition \$0.00

Administrative \$1,017,500.00

TOTAL ESTIMATED COSTS \$20,217,375.00

**TOTAL ESTIMATED COSTS (ROUNDED) \$20,218,000.00**

Preparation Credits	Hours	Signature

Prepared By: Deshone Alexander CG#: 286999 09/26/2013

Approved By: Deshone Alexander CG#: 286999 09/26/2013

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

## INTER-DEPARTMENT CORRESPONDENCE

**DATE:** September 23, 2013

**SUBJECT: PRELIMINARY UTILITY COST ESTIMATE – P.I. No. 721790 – SR 9 From Upper Hembree Road to Academy Street – Fulton County**

FACILITY OWNER	REIMBURSABLE	NON- REIMBURSABLE	TOTAL
Georgia Power Company	\$232,000.00	\$688,000.00	\$920,000.00
Georgia Power Company (Trans.)	\$300,000.00	\$450,000.00	\$750,000.00
Fulton County (Sewer)	\$0.00	\$321,000.00	\$321,000.00
Fulton County (Water)	\$0.00	\$40,500.00	\$40,500.00
XO Communications	\$0.00	\$74,000.00	\$74,000.00
AT&T	\$0.00	\$1,344,000.00	\$1,344,000.00
Comcast of Georgia	\$0.00	\$720,000.00	\$720,000.00
Zayo Fiber Solutions	\$0.00	\$200,000.00	\$200,000.00
Level 3 Communications	\$0.00	\$36,000.00	\$36,000.00
Charter Communications	\$0.00	\$34,500.00	\$34,500.00
Fiberlight	\$0.00	\$36,000.00	\$36,000.00
Atlanta Gas Light	\$0.00	\$118,500.00	\$118,500.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
<b>TOTAL</b>	<b>\$532,000.00</b>	<b>\$4,062,500.00</b>	<b>\$4,594,500.00</b>

If you have any questions, please contact Clyde Cunningham at 770-986-1117

Page 1 of 1

### INTER-DEPARTMENT CORRESPONDENCE

**DATE:** September 23, 2013

As requested by your office, we are furnishing you with a Preliminary Cost Estimate for each utility with facilities potentially located with the project limits.

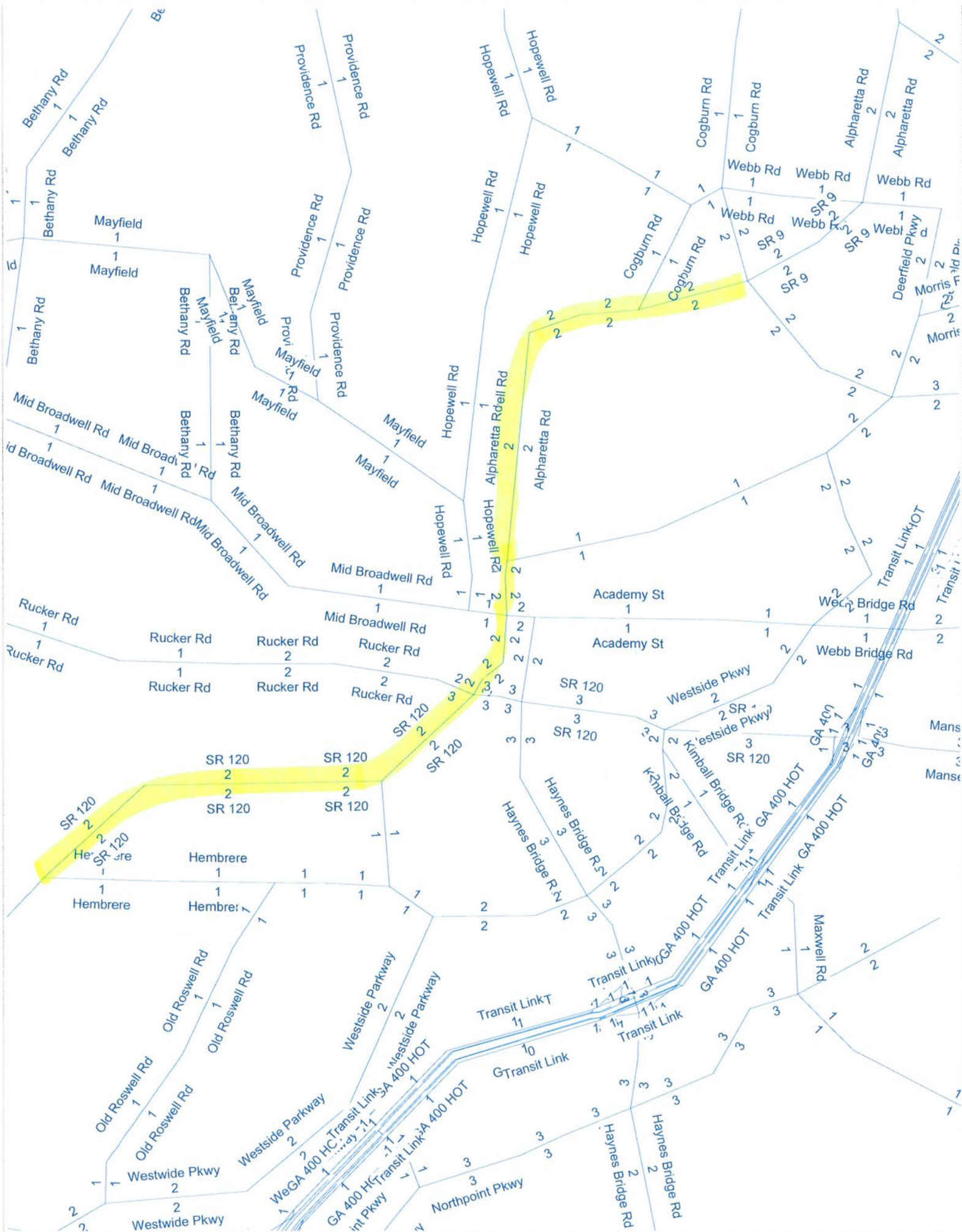
TOTAL	\$357,500.00	\$3,919,284.00	\$4,276,784.00
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Page 1 of 1



PLAN 2040 RTP – Appendix A-2: Regional Transportation Plan (FY 2012-2040)

FAYETTEVILLE BICYCLE/PEDESTRIAN IMPROVEMENTS FOR SCHOOL ACCESS - PHASE 2									
Jurisdiction		Fayette County		Existing	Planned	Length (mi.)	Network Year		
Sponsor		City of Fayetteville		N/A	N/A	4.2	2016		
Service Type		Last Mile Connectivity / Pedestrian Facility		Analysis Exempt from Air Quality Analysis (40 CFR 93)					
Status	Year	Fund Type	Federal	State	Local	Bonds	Total		
PE AUTH	2008	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$100,000	\$0,000	\$100,000		
ROW AUTH	2011	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$50,000	\$0,000	\$50,000		
CST	2012	SAFETEA-LU Earmark	\$449,951	\$0,000	\$112,488	\$0,000	\$562,439		
			\$449,951	\$0,000	\$262,488	\$0,000	\$712,439		
SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY)									
Jurisdiction		Fulton County (North)		Existing	Planned	Length (mi.)	Network Year		
Sponsor		GDOT		2	4	2.0	2030		
Service Type		Roadway / General Purpose Capacity		Analysis In the Region's Air Quality Conformity Analysis					
Status	Year	Fund Type	Federal	State	Local	Bonds	Total		
PE AUTH	1993	STP - Statewide Flexible (GDOT)	\$800,000	\$200,000	\$500,000	\$0,000	\$1,500,000		
PE AUTH	2007	STP - Statewide Flexible (GDOT)	\$800,000	\$200,000	\$500,000	\$0,000	\$1,500,000		
ROW	2017	STP - Statewide Flexible (GDOT)	\$22,278,105	\$5,569,526	\$0,000	\$0,000	\$27,847,631		
CST	LR 2018-2030	General Federal Aid - 2018-2040	\$8,320,000	\$2,080,000	\$0,000	\$0,000	\$10,400,000		
			\$32,198,105	\$8,049,526	\$1,000,000	\$0,000	\$41,247,631		
SR 9 (ALPHARETTA HIGHWAY / MAIN STREET) OPERATIONAL IMPROVEMENTS									
Jurisdiction		Fulton County (North)		Existing	Planned	Length (mi.)	Network Year		
Sponsor		GDOT		4	4	1.7	2030		
Service Type		Roadway / Operations & Safety		Analysis Exempt from Air Quality Analysis (40 CFR 93)					
Status	Year	Fund Type	Federal	State	Local	Bonds	Total		
PE AUTH	2007	STP - Urban (>200K) (ARC)	\$800,000	\$200,000	\$500,000	\$0,000	\$1,500,000		
ROW	2017	STP - Statewide Flexible (GDOT)	\$24,237,538	\$6,059,384	\$0,000	\$0,000	\$30,296,922		
CST	LR 2018-2030	General Federal Aid - 2018-2040	\$7,440,000	\$1,860,000	\$0,000	\$0,000	\$9,300,000		
			\$32,477,538	\$8,119,384	\$500,000	\$0,000	\$41,096,922		



# Value Engineering Study Responses:

Project No. STP00-0114-01(085)

Fulton County

PI 721790 – S.R. 9 from Upper Hembree Rd. to Academy St.

Initial Responses to GDOT: 11/13/09

Prepared by: Kevin Skinner, P.E.

Pond & Company has reviewed the VE study prepared by GDOT representatives and evaluated the recommendations. The study detailed six ideas for value engineering, five of which were cost savings, and one which resulted in a cost increase, but added value.

Recommendation:

## ***1. Reduce foot print/reduce width of typical section***

Response:

The specifics of this recommendation are reduce the R/W footprint to 84' (from 93') by keeping the 12' shoulders, but dropping 4' bike lanes in each direction, and reducing the curb and gutter from 30" to 24". The alternate curb and gutter recommendation is addressed in more detail in recommendation no. 5. The recommendation is to provide a 8' wide asphalt multi-use path within the same 12' shoulder, and convert the other 5' sidewalk to asphalt.

The idea of converting on street bike lanes into multi-use path does seem to give bicyclist more separation from vehicular traffic, and therefore added safety.

This idea was immediately presented to the State Bicycle & Pedestrian Coordinator, Byron Rushing. His written opinion of the recommendation is attached in an email at the end of this document.

It should be noted that while the dimension drawn on the VE study typical section do add up, the 3' setback from the back of curb that is required for multi-use paths is not met and would require a variance.

Recommendation:

## ***2. Use 10' right turn lane***

Response:

Since the R/W on this project is extremely expensive, the study shows how even a 1' reduction can reduce the project cost by a moderate amount, combined the cost savings of less asphalt and graded aggregate base. Ten foot right turn lanes would require a design variance, but can be pursued. Given the large amount of traffic along the corridor and moderate amount of truck traffic, it may be a tough sell to Engineering Services, especially on high volume right turns. Further evaluation with the traffic engineer as well is needed.

Recommendation:

**3. *Itemize Grading Complete***

Response:

The cost estimate line item for grading complete was given as \$2M, and when it is cut into the actual earthwork volumes, the earthwork is much less expensive. As the design advances and more exact limits and earthwork volumes are calculated, separating “grading complete” into “unclassified excavation”, “borrow excavation”, and “clearing and grubbing” will reduce the construction cost estimate as suggested.

Recommendation:

**4. *Use asphalt base instead of GAB***

Response:

While this recommendation is not a certain way to save money, it does provide a quicker way to construct the section. We are in agreement that some of the benefits of the asphalt base are hard to quantify, although they are numerous. Without detailed staging plans completed, the actual time savings cannot be firmly calculated. This alternate base should be discussed with OMR and the GDOT Project Manager to determine whether to specify asphalt base, or possibly allow the option to the contractor.

Recommendation:

**5. *Use 24” curb and gutter***

Response:

While this would provide a sizable cost reduction, consideration should be made for adjacent sections of S.R. 9. A 30” curb and gutter is in place immediately to the South, and at least one of the widening projects to the north has an approved concept showing 30” curb and gutter. Maintaining a uniform curb and gutter along S.R. 9 does have some worth, but is difficult to quantify. It is our opinion that the increased gutter spread will require more inlets than can be dismissed as “negligible”, but the point is well taken that a narrower gutter would definitely save money. If the variance from the Ga. Std. is allowed, it is worth the effort for such a cost savings.

Recommendation:

**6. *Use Alpharetta Office Space***

Response:

The City of Alpharetta has been extremely eager to get this project moving, as noted by their attempted \$1,000,000 donation to GDOT, and it is quite possible that the City would be willing to provide field office space to the contractor free of charge. In addition, almost any building space would likely be of better quality than a portable trailer.

Attachment:

October 27, 2009 email from Byron Rushing

**SkinnerK**

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**From:** Rushing, Byron [brushing@dot.ga.gov]  
**Sent:** Tuesday, October 27, 2009 10:57 AM  
**To:** Emmanuel, Peter; SkinnerK  
**Cc:** Hilliard, Bobby  
**Subject:** RE: SR 9, PI 721780 & 721790, Fulton County

Peter and Kevin, after having reviewed the concept report, local plans, and discussed the situation with folks I'm still of the firm opinion that on-street bicycle lanes will be the most beneficial facility for this project. Multi-Use Paths and sidepaths simply don't work well in urban areas where they will cross more than a few driveways and cross streets – each of those crossings is an additional hazard for cyclists, especially those traveling opposite the adjacent traffic flow. Bike lanes better serve the needs of a downtown community, are in line with the recommendations of the area's LCI plan, and will be safer for cyclists in busy areas. Ultimately given the urban nature of the corridor and the safety benefits or concerns, on-street bike lanes will be the better long-term option for the area.

The two plans that I checked were the ARC's 2007 BikePed plan (which calls for paved shoulders or bike lanes along the length of SR 9) and Alpharetta's LCI plan (which recommends bike lanes on any roads with available space and does not include SR 9 in a list of roads needing an MUP facility). Please refer to the AASHTO "Guide for the Development of Bicycle Facilities" for design guidelines. Pages 22-32 have good information on bicycle lane design and Figures 7 and 11 are good illustrations of bicycle lane stripping at intersections and turn lanes – dashing the bike lane stripping approaching intersections is a particularly important element.

--

**Byron Rushing**  
**State Bicycle & Pedestrian Coordinator**  
Georgia Department of Transportation  
404-631-1778 phone  
404-631-1957 fax  
brushing@dot.ga.gov

---

**From:** Emmanuel, Peter  
**Sent:** Monday, October 19, 2009 10:49 AM  
**To:** 'Graves, Eric'; Sewczwicz, Peter  
**Cc:** Haithcock, Michael; Hilliard, Bobby; Rushing, Byron  
**Subject:** RE: SR 9, PI 721780 & 721790, Fulton County

Eric,

Thank you for your prompt response. I know this is too early in the week, but have you had the chance to discuss my request with the department you listed in your email below. Please keep in mind that the request is about the removal of separated bike lanes from the projects for a multipurpose pad (sidewalk extension from 5' to 8' or 10'). Also note that the bike lane provision is on the 1995 Fulton County Bike and Ped Plan page 17. Your expeditious handling of this request will be appreciated. Please let me know when you've reached a decision. Thanks.

*Peter B. Emmanuel*  
*Project Manager*  
*Office of Program Delivery*

*GA. Department of Transportation  
One Georgia Center, 25th Floor, Cube 2548  
600 West Peachtree St NW  
Atlanta, GA 30308  
Office: 404-631-1158  
Mobile: 404-354-4111 (BlackBerry)  
Fax: 404-631-1588  
Email: [pemmanuel@dot.ga.gov](mailto:pemmanuel@dot.ga.gov)*

*"The only thing that interferes with my education is my learning...Albert Einstein"  
"I do not reject any influences provided that it is pure, fresh, and healthy...Bela Bartok"*

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**From:** Graves, Eric [<mailto:egraves@alpharetta.ga.us>]  
**Sent:** Friday, October 16, 2009 12:46 PM  
**To:** Emmanuel, Peter; Sewczwicz, Peter  
**Cc:** Haithcock, Michael; Hilliard, Bobby  
**Subject:** RE: SR 9, PI 721780 & 721790, Fulton County

Emmanuel:

I've reviewed the options and don't personally have any specific concerns. **HOWEVER...** I need to discuss the matter with our community development department and City Administration. We should be able to meet next week and have formal comments to you shortly thereof.

Best regards,

Eric Graves, P.E.  
City of Alpharetta  
Senior Engineer-Traffic  
1790 Hembree Road  
Alpharetta, Georgia 30009

678.297.6200 x 1218  
678.297.6201 - FAX

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**From:** Emmanuel, Peter [<mailto:pemmanuel@dot.ga.gov>]  
**Sent:** Thursday, October 15, 2009 1:52 PM  
**To:** Graves, Eric; Sewczwicz, Peter  
**Cc:** Haithcock, Michael; Hilliard, Bobby  
**Subject:** SR 9, PI 721780 & 721790, Fulton County  
**Importance:** High

Eric & Pete,

The subject projects VE Study was concluded on October 9, 2009, and although, I have not receive the official recommendations yet, the following recommendation was noted at the conclusion of the VE Study:

1. On P.I.# 721780 (SR 9/North Main Street from Academy Street to Windward Parkway)
  - a. Recommendation A-1: Reduce project footprint by changing bike lanes to shared use lanes. This would reduce the required R/W and materials for paving, saving the Department \$450,000.00 dollars. Please see the attachment "SR9 Proposed & Alternate Typical Section.pdf" to see the result of this suggestion. On P.I.# 721790, the same recommendations of getting rid of the bike lane and using a multi-use trail was suggested.  
Question: This recommendation will eliminate the proposed 4 feet bike lane within the pavement and instead, increased the width of the proposed 5 feet sidewalk to 10 feet sidewalk turning it into a multi-use path. Is your City in favor of the multi-use path instead of the separated bike lane?



Moreover, the 10 feet wide multi-use path will reduce R/W width by 4 feet, however for the sake of space/room for utilities company, an 8 feet wide multi-use path would seem appropriate because of the limited space for utilities in the shoulder. The SR 9 widening project P.I.# 121690 concept report was approved with an 8 feet wide multi-use path instead of a 10 feet wide (please see the attachment "Project 121690 Approved Concept Report Typical Section.pdf"). What is your City take on this issues?

- b. Recommendation G-1: Reduce Median Width from 17 feet to 8 feet between Mayfield Road and Canton Street. This would reduce R/W and materials costs, savings the Department \$314,000.00 dollars. Please see the attachment "SR9 Proposed & Alternate Typical Section.pdf" to see the result of this suggestion.

Question: This recommendation is within your City LCI area, are you in favor of reducing the median width from 17' (currently proposed) to 8' from Mayfield Road to Canton street. If it is reduced, the R/W cost and footprint would be lessened, but this would leave less median space for plantings (as desired in your City LCI study). What is your City take on this issues?

Please advise on the above questions no later than Friday, October 16, 2009 COB. Your response and answer will allow my consultant & I to address the VE Study Recommendations and Implementations, so that the Concept Report can be updated and turn in for Management review and approval. Your expeditious assistance will be appreciated.

Thank you.

***Peter B. Emmanuel***

***Project Manager***

***Office of Program Delivery***

***GA. Department of Transportation***

***One Georgia Center, 25th Floor, Cube 2548***

***600 West Peachtree St NW***

***Atlanta, GA 30308***

***Office: 404-631-1158***

***Mobile: 404-354-4111 (BlackBerry)***

***Fax: 404-631-1588***

***Email: [pemmanuel@dot.ga.gov](mailto:pemmanuel@dot.ga.gov)***

*"The only thing that interferes with my education is my learning...Albert Einstein"*

*"I do not reject any influences provided that it is pure, fresh, and healthy...Bela Bartok"*

# Value Engineering Study Responses:

Project No. STP00-0114-01(084)

Fulton County

PI 721780 – S.R. 9 from Academy St. to Windward Parkway

Initial Responses to GDOT: 11/13/09

Prepared by: Kevin Skinner, P.E.

Pond & Company has reviewed the VE study prepared by GDOT representatives and evaluated the recommendations. The study detailed five ideas for value engineering.

Recommendation:

## ***1. Change Bike Lanes to Shared Use***

Response:

While the ARC's 2007 BikePed plan does require bike lanes along the S.R. 9 corridor, it could be debated whether the bike lanes **MUST** be the full 4' striped lanes, or a 14' shared use lane would suffice. The 2' paving savings would be in addition to the 2' right of way reduction. Clarification is needed from GDOT Bicycle and Pedestrian Coordinator, as well as ARC, if a 14' shared use lane would meet the approved BikePed plan.

Recommendation:

## ***2. Convert permanent easements to temporary easements.***

Response:

This recommendation seems quite risky, given the fact that the temporary easements would expire and be worthless if the schedule was not met. Given the volatility of the economy, and possible massive statewide changes in transportation funding, it may be prudent to stick with the standard process of seeking permanent easement. Regardless, the change does not have to be made now, and if it is converted from permanent to temporary (or vice versa) at a later date, it will have little effect on the design or environmental process. Note that right of way and construction are still in Long Range, although it is likely to be moved up very soon.

Recommendation:

## ***3. Shifting the alignment slightly to the west around station 269+00.***

Response:

Despite the construction limits coming very close to 2 residences, the concept deliverable does not show displacements at 269+00 RT. It is our attempt to utilize a gravity wall in this area to avoid impacts to these residences. The R/W cost estimate does not include cost for total takes at this area. We have used the best possible information available (the completed database), and have confirmed in CAiCE and on the supplemental black and white plan views that these 2 parcels are not total takes.

Recommendation:

## ***4. Recommend using 8"x24", TP 2 concrete curb and gutter***

Response:

While this would provide a sizable cost reduction, consideration should be made for adjacent sections of S.R. 9. A 30" curb and gutter is in place south of Upper Hembree, and at least one of the widening projects to the north has an approved concept showing 30" curb and gutter. Maintaining a uniform curb and gutter along S.R. 9 does have some worth, but is difficult to quantify. Reducing the gutter width by 6" is not likely to cause gutter spread issues, since a bike lane is provided. If the variance from the Ga. Std. is allowed, it is worth the effort for such a cost savings.

Recommendation:

***5. Decreasing the median width within the above mentioned areas to a maximum proposed width of 8'.***

Response:

This recommendation is a very simple way to save a large amount of money. The only drawback is that it limits the possibility of future median openings within this range. The distance between median openings at this area is 2700 feet. If there are no long term needs for a median opening in this area, and the PIOH does not result in a clear public desire for an opening, the recommendation becomes even more justified. There are other benefits to a wide raised median, even if median openings are not present, although the case is weaker. The lack of need for a median opening should be nailed down as soon as possible, so that this recommendation can be settled.



#### MAYOR

David Belle Isle

#### COUNCIL

D.C. Aiken

Michael Cross

Jim Gilvin

Mike Kennedy

Donald F. Mitchell

Chris Owens

#### CITY ADMINISTRATOR

Robert J. Regus

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Integrity  
Service  
Loyalty*

September 9, 2013

Kevin Skinner  
3500 Parkway Lane, Suite 600  
Norcross, GA 30092  
United States of America

RE: North Main Street Design elements

Dear Kevin,

The City conducted several public design charretts this spring to confirm the public's priorities concerning Main Street (SR 9) through Alpharetta. The consensus was emphatic that livability is a higher priority than high speed throughput. The results of these meetings were a series of typical sections intended to:

- Encourage a town center feel with pedestrian oriented development, on street parking, and pockets of off-street shared parking;
- Develop pedestrian and bicycle accommodations sufficient for both recreational and advanced cyclists;
- Improve traffic operations to provide smooth traffic flow and a reliable commuting experience; and,
- Develop a "Sense of Place" through the downtown that will encourage slower vehicle speeds, enhance pedestrian safety, and signify a distinction from the highway centric development both north and south of the downtown activity area.

Another topic that garnered significant discussion was right-of-way(R/W) acquisition and access. In general the public was not in favor of significant new R/W or substantial limitations on property access impacting existing development.

Key design elements identified to accomplish these goals are:

1. Narrow travel lanes. Narrow travel lanes promote a slower travel speed. Studies indicate that when drivers have less shy distance they often feel the need to be more attentive to the act of driving and have a tendency to slow. City policy on travel lane widths is currently 10.5 feet on multilane roadways and 10 feet on two lane roadways. The City has implemented these travel lane dimensions on segments of major corridors such as North Point Parkway, Windward Parkway, Westside Parkway, and Haynes Bridge Road.
2. Planted medians. Raised planted medians provide both a means to limit conflict areas and enhance the area aesthetics. The stacked curbing used in areas of downtown further constrain the driving experience, provide additional soil volume for the plantings, and discourage pedestrian crossings at poor locations. The concept plan calls for raised medians as appropriate. As properties redevelop, interparcel access will be required allowing the closure existing driveways over time.

3. On Street Parking. On-street parking is a major element in the Main Street implementation plan. On-street parking provides a buffer between the curb and travel lane allowing sizable canopy trees and additional buffer to the pedestrian zone. Parking will be provided primarily in the Downtown area between Marietta Street and Mayfield Road. North of Mayfield, existing land uses have many closely spaced driveways. In this area, the parking lane will be striped as an asphalt shoulder and can serve bus stops, loading needs, cyclists, and provide areas for emergency/disabled vehicles. As the area redevelops, on-street parking can be added as needed, creating no need to reconstruct the curb, sidewalks, and other streetscape elements.
4. Roadway Drainage. Barrier curb is proposed rather than the more common curb and gutter systems to aide in the compact feel of the street section. The parking lane/asphalt shoulder will help minimize gutter spread concerns during severe storm events.
5. Multi-Use Wide Sidewalk. The majority of Main Street (SR 9) is envisioned to provide wide sidewalks/multi-use trails. This feature will better accommodate and encourage pedestrian and biking activities. In addition, the roadway will provide two travel lanes in each direction to accommodate the more experienced cyclists.

In summary, Alpharetta's public outreach confirmed the City's previous planning efforts including the Alpharetta Downtown Plan (an LCI Activity Center), the Downtown Circulation Study (an LCI supplemental Plan), and the Alpharetta Comprehensive Plan (Designating Main Street as a Corridor Character Areas with specific redevelopment goals). The design elements proposed meet AASHTO criteria and complement other north/south boulevards and expressways through the City of Alpharetta. These elements enhance the area aesthetics, promote reduced speeds, enhance pedestrian safety, and minimize R/W needs. Implementing these elements together creates a concept meeting the directive to develop a Safe and Efficient Transportation System.

Best Regards,

Eric Graves, PE  
Senior Transportation Engineer/Planner



**MAYOR**

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September 20, 2013

Peter B. Emmanuel

Project Manager

Office of Program Delivery

GA. Department of Transportation

One Georgia Center, 25th Floor, Cube 2548

600 West Peachtree St NW

Atlanta, GA 30308

RE: PI#721780, PI#721790; SR 9 (North Main Street) Design Street Lighting

Dear Peter:

In conjunction with the State Route 9 widening and operational improvements, the City is planning on incorporating street lighting elements throughout the project as appropriate. The extent of lighting will vary depending on the location and will include sections with full pedestrian and street lighting in the downtown area, street lighting in concentrated commercial areas and intersection lighting near highway commercial areas.

As in the past, the City is prepared to execute a right-of-way maintenance agreement with the state, taking responsibility for the lighting and other street scape elements above and beyond GDOT's normal treatments. These items include, but are not limited to, lighting, brick paver sidewalk (through the downtown section), landscaping, and pedestrian amenities. As is the practice currently, the City is also intending to manage and maintain the traffic signal system and any actuated pedestrian crossings that may be included.

Please prepare any agreements that may be necessary. Should you have any questions, please do not hesitate to contact me.

Best Regards,

Eric Graves, PE

Senior Transportation Engineer/Planner





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April 23, 2013

Mr. Russell McMurry  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree NW  
Atlanta, GA 30308

RE: Improvements to State Route 9

Dear Mr. McMurry,

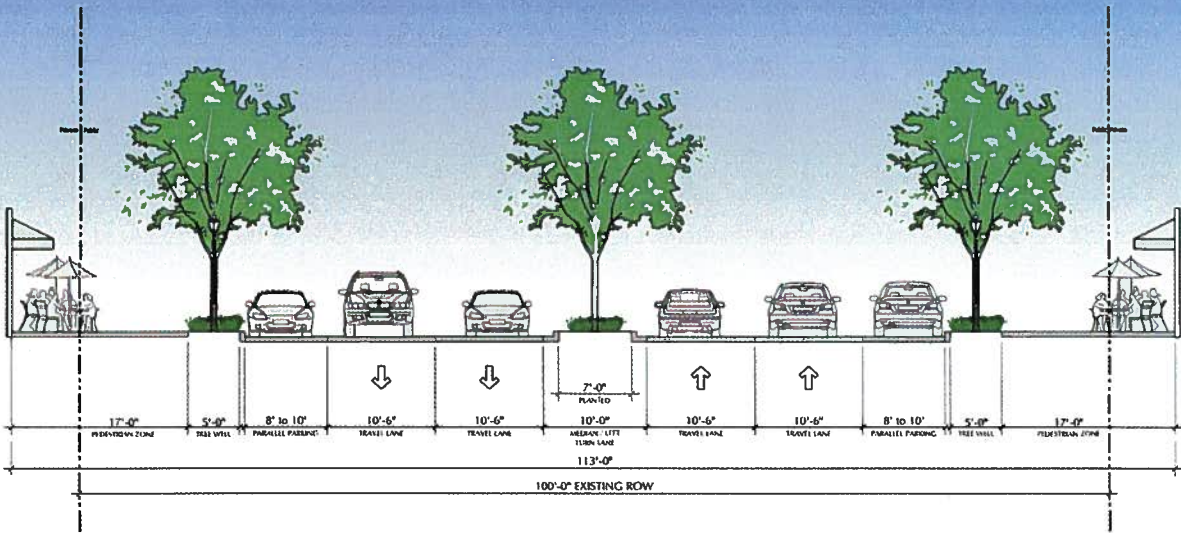
On behalf of the City of Alpharetta I am greatly appreciative of Georgia Department of Transportation permitting the City to receive public input and involvement regarding the Main Street (State Route 9) project. We understand the Department's desire to increase the lane capacity of this roadway from 2 to 4. Over the last few months we have received incredible feedback from our citizens concerning improvements to the Main Street corridor. Throughout the public involvement process the citizens spoke of wide sidewalks, landscape islands, tree-lined streets, and reduced speeds.

The City is willing to move forward with increasing the travel lanes from 2 to 4 along the corridor provided that the Department understands the City shall be intimately involved in the design process to ensure a context sensitive design is implemented. The context sensitive design will also be addressed to the medians as well as the shoulders along the corridor. Design of the corridor shall not only focus on implementing 4 travel lanes, but include pedestrian and landscape improvements. Additionally, the consultants who led the public input project were able to incorporate the citizens input into typical sections for various sections of the corridor. One component of these sections is developing shared travel way for both pedestrians and bicyclists. Attached are images of the proposed sections as well as an image of our goal for Main Street.

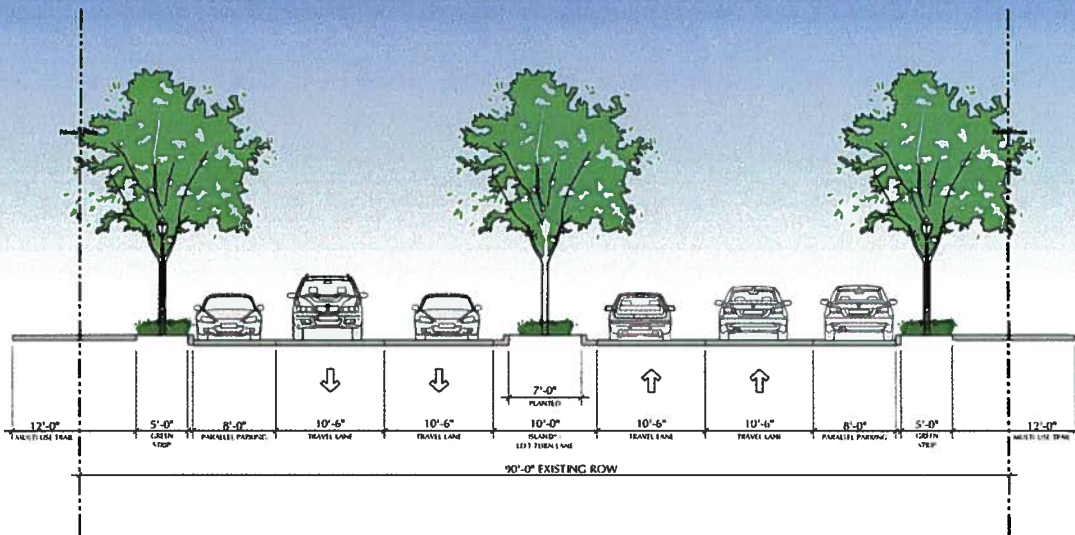
The City of Alpharetta looks forward to working with GDOT and collaborating with the design team to incorporate the desires of the community. Again, thank you for the additional time to enable the staff from the City of Alpharetta to reach out to our citizens and receive input.

Sincerely,

Pete R. Sewczwicz, PE  
Director of Engineering and Public Works

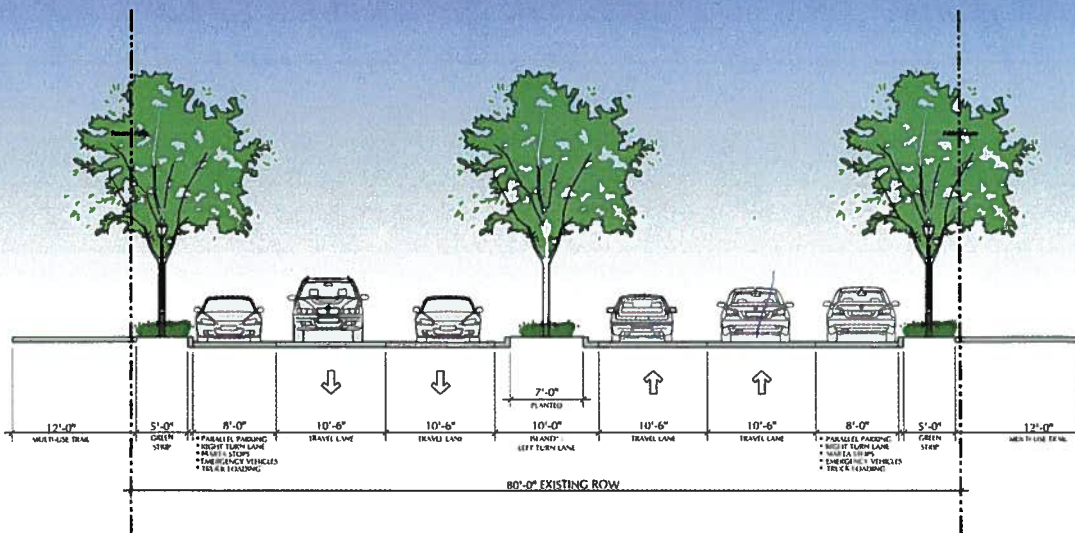


MAIN STREET - MILTON TO ACADEMY



MAIN STREET - ACADEMY TO MAYFIELD

\* BREAKS IN ISLANDS TO BE DETERMINED BY EXISTING CURB CUTS.



MAIN STREET - MAYFIELD TO WINDWARD

\* BREAKS IN ISLANDS TO BE DETERMINED BY EXISTING CURB CUTS.

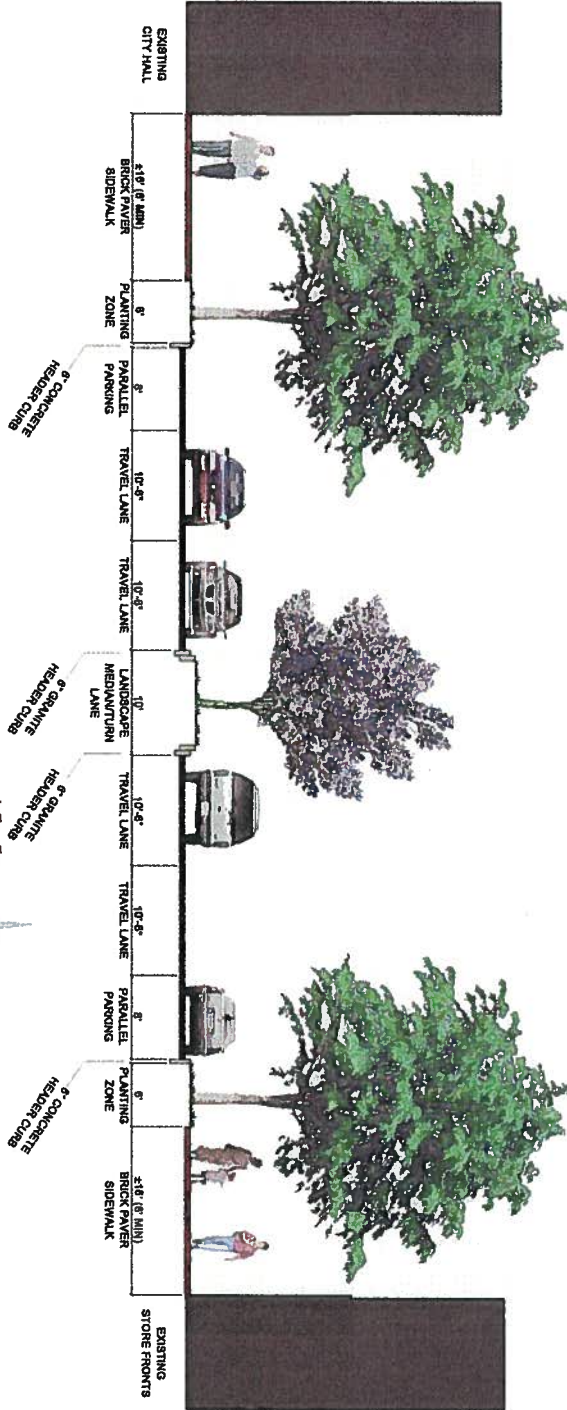
## ALPHARETTA CONCEPT PLAN



BIRDS EYE VIEW LOOKING SOUTH FROM ACADEMY STREET  
TOWARD MAIN STREET IMPROVEMENTS



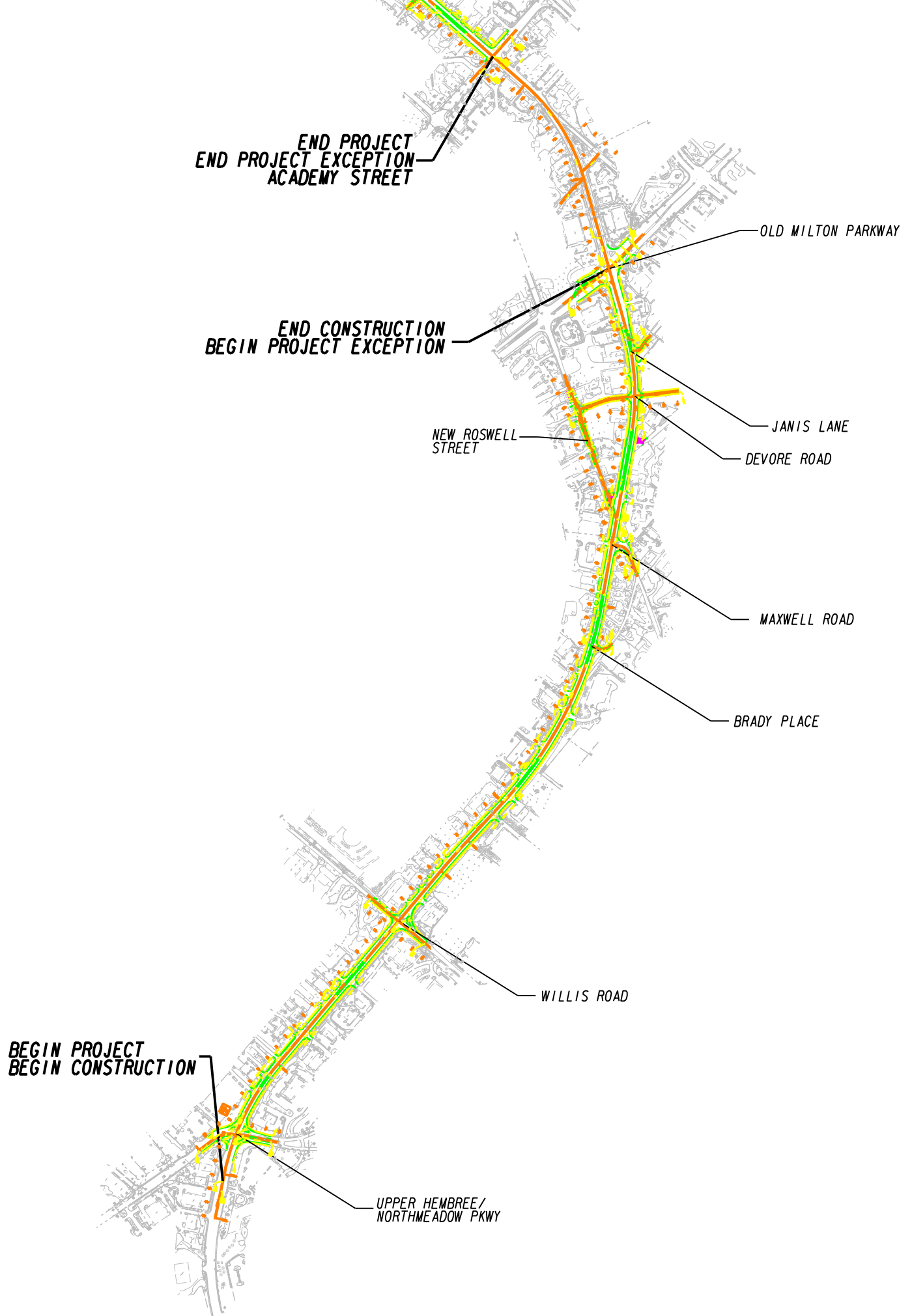
TYPICAL SECTION OF MAIN STREET IMPROVEMENTS

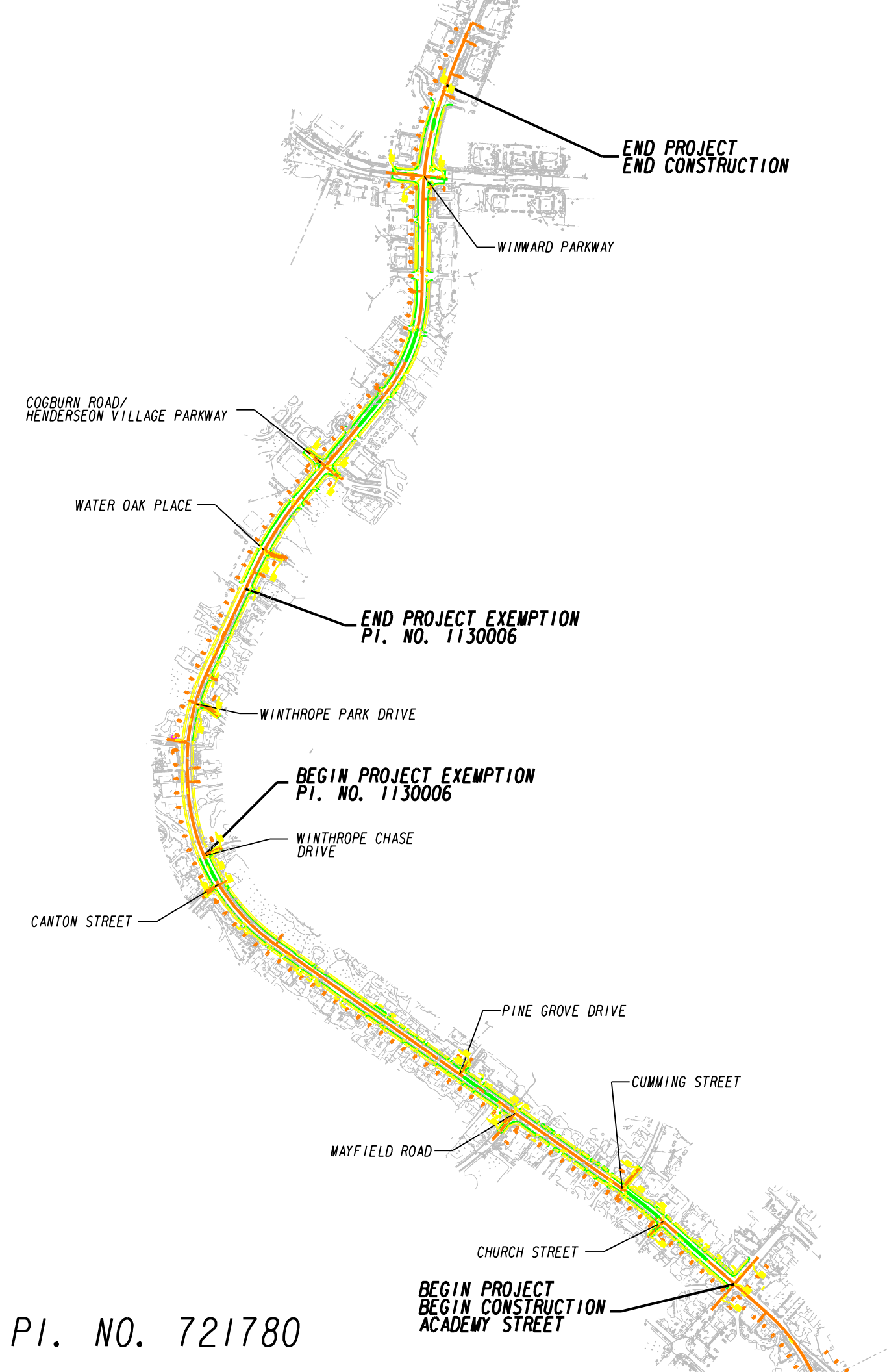












PI. NO. 721780



**MAYOR**

David Belle Isle

**COUNCIL**

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June 13, 2013

Mr. Peter Emmanuel  
Associate Project Manager  
GDOT, Office of Program Delivery

RE: PI#721780 & 721790, SR 9 (Main Street) through Alpharetta

Dear Peter:

This letter is in reference to the email sent on June 6, 2013. As an outcome of the City of Alpharetta's Public Involvement effort earlier this year, the City is requesting a few minor design modifications to reflect the continued growth and redevelopment.

A top priority to the citizens is safety. Most felt traffic along Main Street was too fast to accommodate safe pedestrian crossings. The area of prominent concern is throughout the Historic Downtown Area defined by the Alpharetta LCI as between Old Milton Parkway and Mayfield Road. For this section of Main Street, the City is pursuing a speed zone of 25 MPH as allowed in Georgia code for Urban Business Districts.

Between Mayfield and Windward Parkway, Main Street continues to experience growth in retail uses. The traffic congestion from these land uses, as well as growth in the surrounding cities, require a slower pace than the current speed limit of 45 MPH. Between Mayfield Road and Cogburn Road, there are limited opportunities for raised/planted medians due to the many small retail and service business. North of Cogburn Road, the intensity of development is such that while raised medians are more likely, maneuvers in and out of turn lanes to the differing land uses certainly require a more attentive and slower driver. For this area, the City is proposing a speed zone of 30 MPH (Mayfield to Windward).

Between Upper Hembree Road and Old Milton Parkway, several operational improvements are proposed. One diverts Roswell Street into a connection with Devore Road. Another tees Maxwell Road into Main Street. These operational modifications improve flow from the northern counties to the interchange at Haynes Bridge Road and enhance pedestrian crossing opportunities. The present configuration for this portion of the street includes two travel lanes in each direction and no median or a flush median. This is also an area ripe for redevelopment. The final design is to include wide sidewalks/multi-use paths, street trees, pedestrian lighting and an asphalt shoulder for delivery vehicles/on-street parking. Once again, the level of activities from adjacent land uses do not promote the high speeds of the posted 45 MPH. The City is proposing a speed zone of 30 MPH between Upper Hembree and Old Milton Parkway.

When discussing bicycle accommodations with our community, a predominate sentiment was that Main street was not a place for bicycle lanes, especially for families and younger children. With that in mind, the City proposes to provide 8 foot minimum sidewalks along both sides of Main Street from Upper Hembree to Windward Parkway. With two travel lanes in each direction on the roadway, the wide sidewalks will accommodate the recreational user while the roadway can accommodate the enthusiast. Additionally, the city's Bike Plan does not show this part of the corridor as designated for bike lanes since a safer alternative route exist on the Roswell Street/Canton Street corridor. The City bike plan was developed in conjunction with Bike Alpharetta, a bicycle enthusiast club, public input, and City Council recognition.

Parallel on-street parking is also desired through the downtown area (Old Milton to Mayfield). Both north and south of the downtown area, the City proposes to keep the asphalt shoulder from the typical section for loading and deliveries, emergency/disabled vehicle accommodations, and future expansion of the on-street parking as it becomes needed.

Brick pavers are to be used to surface the sidewalks and crosswalks between Old Milton and Mayfield Road. Trees are desired in tree wells throughout this section as well. North and south of the downtown area, the City is pursuing a wide planting strip to accommodate canopy trees. Pedestrian lighting would also be incorporated along the whole corridor.

Raised planted medians are envisioned where appropriate. Primarily, Upper Hembree Road to Academy Street and Cogburn Road to Windward Parkway promotes immediate implementation of raised/planted medians. The segment between Academy Street and Cogburn Road will require a different approach. Flush medians may have to be initially used to preserve access which was an overwhelming demand from the public in that area. As redevelopment occurs in this area, raised planted medians would replace the flush medians.

Attached is the resulting presentation from our public outreach effort. Our next step is to work with Pond to take these concepts to paper. Please let us know should you have additional questions or need further information.

Best regards,

Eric Graves, PE  
Senior Transportation Engineer/Planner  
City of Alpharetta  
217 Roswell Street  
Alpharetta, GA 30009





*Advocacy for Fun and Safe Cycling in our Community*

DATE: November 11, 2013

TO: Mr. Peter Emmanuel  
Associate Program Manager  
GDOT, Office of Program Delivery

FROM: Jackie Tyson  
Founder/President  
Bike Alpharetta Inc.

Bike Alpharetta Inc. has been pleased to collaborate with the City of Alpharetta's Department of Public Work for the past 18 months in developing a City Bike Plan. Our members represent all skill levels of cyclists, who utilize bicycles for recreation and transportation throughout the year in our community.

We look forward to seeing the implementation of the City Bike Plan in 2014, transferring the bike routes from markings on maps to markings on the streets. Our membership held special meetings to provide recommendations for the routes that cyclists would enjoy, and ultimately utilize, the most often. Members provided feedback on various streets that would provide the best connectivity to businesses, parks, and schools. Three routes were created during this process.

The one overriding factor with all these routes was safety. From the beginner fitness rider to the experienced commuter cyclist, all members stressed the importance of road markings and bicycle routes that would make the user feel most comfortable in close proximity to motor vehicle traffic. It was mutually agreed that bike routes should be placed on surface and neighborhood roadways and not along state highways.

Around downtown Alpharetta we are in favor of bicycle lanes and multi-use paths, as well as paved shoulders with either sharrows or other "share the road" markings and signs. Bike Alpharetta does not support the use of bicycle lanes or markings on Highway 9 in downtown Alpharetta. This main thoroughfare was determined to have too much motor vehicle traffic for cyclists to feel safe. The City Bike Plan does reflect multiple routes that cross Highway 9 and uses city streets that have less traffic.

Bike Alpharetta appreciates its partnership with the City of Alpharetta, in providing feedback about making cycling fun and safe for people of all ages and all abilities.



# COUNCIL AGENDA REPORT

**FROM:** Richard McLeod  
**Prepared by:** Richard McLeod

**CC:** City Clerk  
Public Information

**SUBJECT:** Envision Main Street Alpharetta

**DATE:** April 22, 2013

---

## RECOMMENDATION

Staff seeks direction from City Council regarding design concepts for Main Street / State Route 9 between Old Milton Parkway and Windward Parkway.

## FISCAL IMPACT

- |  |  |
|--|--|
| <input type="checkbox"/> Included In Current FY Capital Budget | <input type="checkbox"/> Included In Current FY Operating Budget |
| <input type="checkbox"/> Non-Budgeted Item                     | <input checked="" type="checkbox"/> No Fiscal Impact             |

The current decision relates to conceptual cross-section designs for the roadway. The final cross-sections that are chosen will be the basis for conceptual and engineered designs.

## REPORT-IN-BRIEF

The public input process is nearing completion as our deadline to provide the Georgia Department of Transportation (GDOT) a response on the design of Main Street is quickly approaching on April 24th. The Mayor and City Council will need to make a decision on the design concept that best balances the varying desires of the citizens, business owners, and GDOT since the roadway is under state control.

Although by no means a mandate and with only a slight majority, the design that emerged from the public input meetings and on-line surveys called for a reduction of lanes between Old Milton Parkway and Vaughn Drive and then a simple four lane section with no center turn lane from Vaughn to Windward Parkway. This design also included improved sidewalks, on-street parking in some areas, street trees, and shared bicycle facilities. This concept is in stark contrast to the original concept plan developed by GDOT which consisted of a four lane section throughout the corridor with medians for access control and less emphasis on pedestrian improvements.

While GDOT is open to the community input, they are generally in the business of improving the flow of traffic and lessening congestion, which seems contrary to the reduced lane scenario. Also, the single most frequent complaint from the public input was congestion. Congestion relief and lane reduction without other alternative routes simply cannot coexist. Because of this conflict, the City could potentially lose the approximately \$70 million of state and federal dollars that have been designated for this project if lane reductions were our only option. It is uncertain if and when the city could afford to take on that financial responsibility if those funds were pulled.

In an effort to attempt to balance the disparate desires of the various stakeholders, City staff has been working on a compromise plan that strives to capture the essence of the design that emerged from the public sessions with that of GDOT's need to improve traffic flow and reduce congestion, not only within the city limits but within the region surrounding the Highway 9 corridor.

Some guiding principles of this proposed compromise plan include:

- Reducing speeds to increase safety and livability within the corridor.
- Providing optimal capacity and accessibility.
- Improving pedestrian safety, accessibility, and experience.
- Offering shared pedestrian/bicycle facilities where appropriate that minimize right of way acquisition and provide opportunities for bike riders that would not otherwise feel comfortable riding in or immediately adjacent to the vehicular traffic.
- Provide opportunities for increased commerce by offering additional on-street parking, places for outdoor dining, and an aesthetically pleasing boulevard feel.

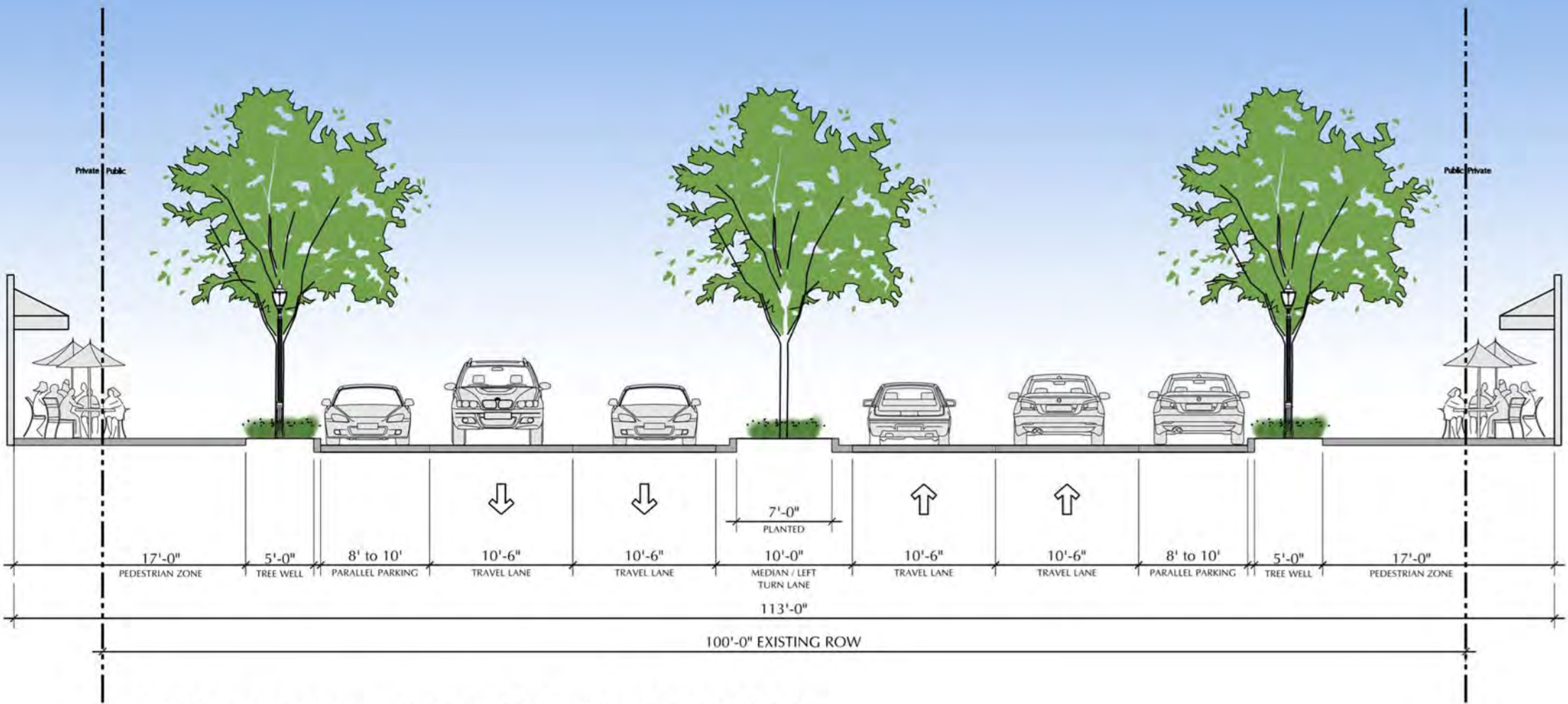
While it is not readily apparent from the accompanying graphics, the draft concept plan proposes the landscape median to only be used in the downtown section from Old Milton Parkway to Academy Street, with specific breaks in the median for turning movements at key places such as Marietta Street. North of Academy Street, the median would only be landscaped where it did not impede safe turning movements but would still provide the beautification and tree canopy that so many people requested.

#### **ATTACHMENTS**

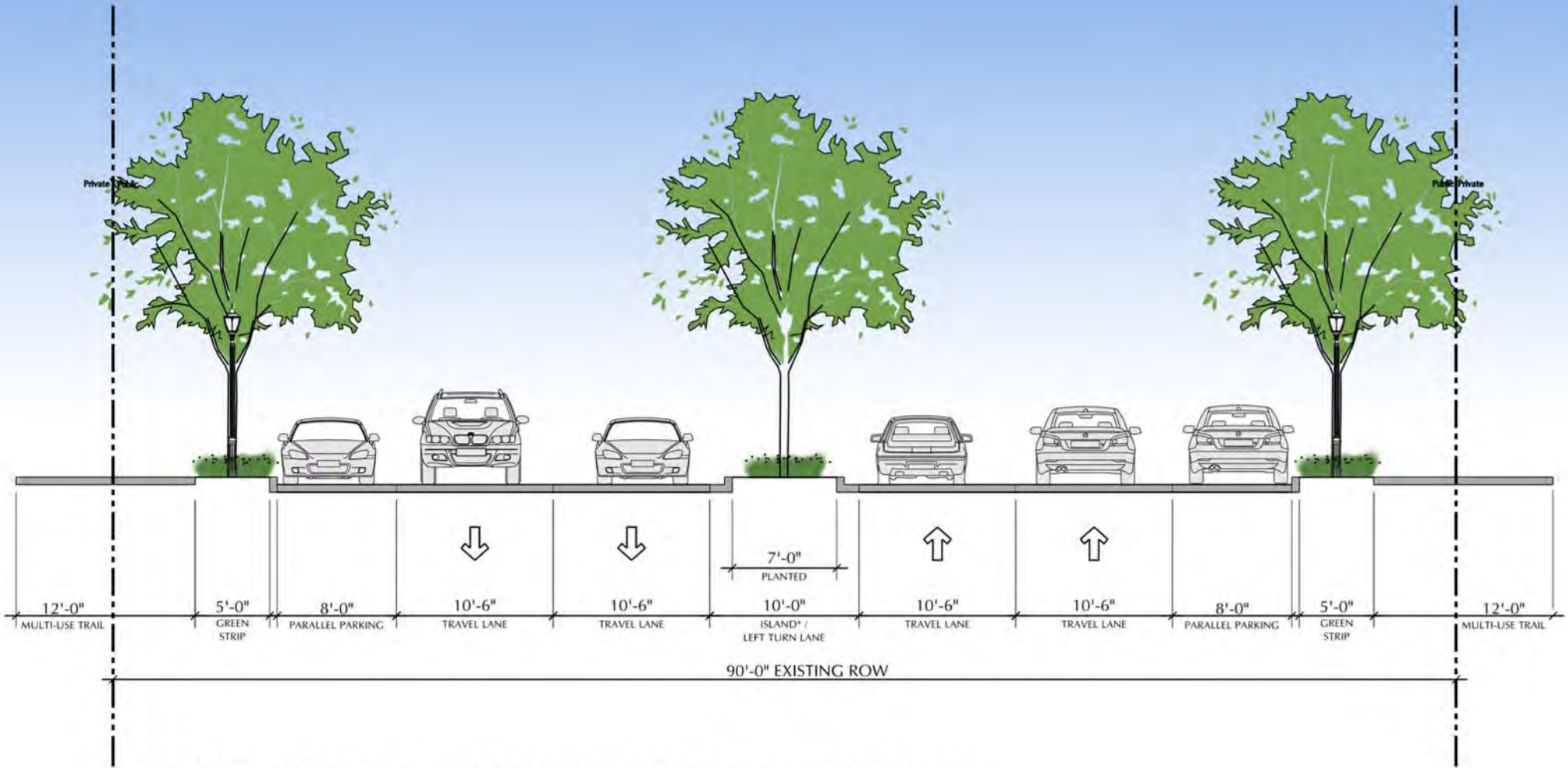
Conceptual Roadway Cross-Sections

Photo Image Illustrating Similar Cross-Section



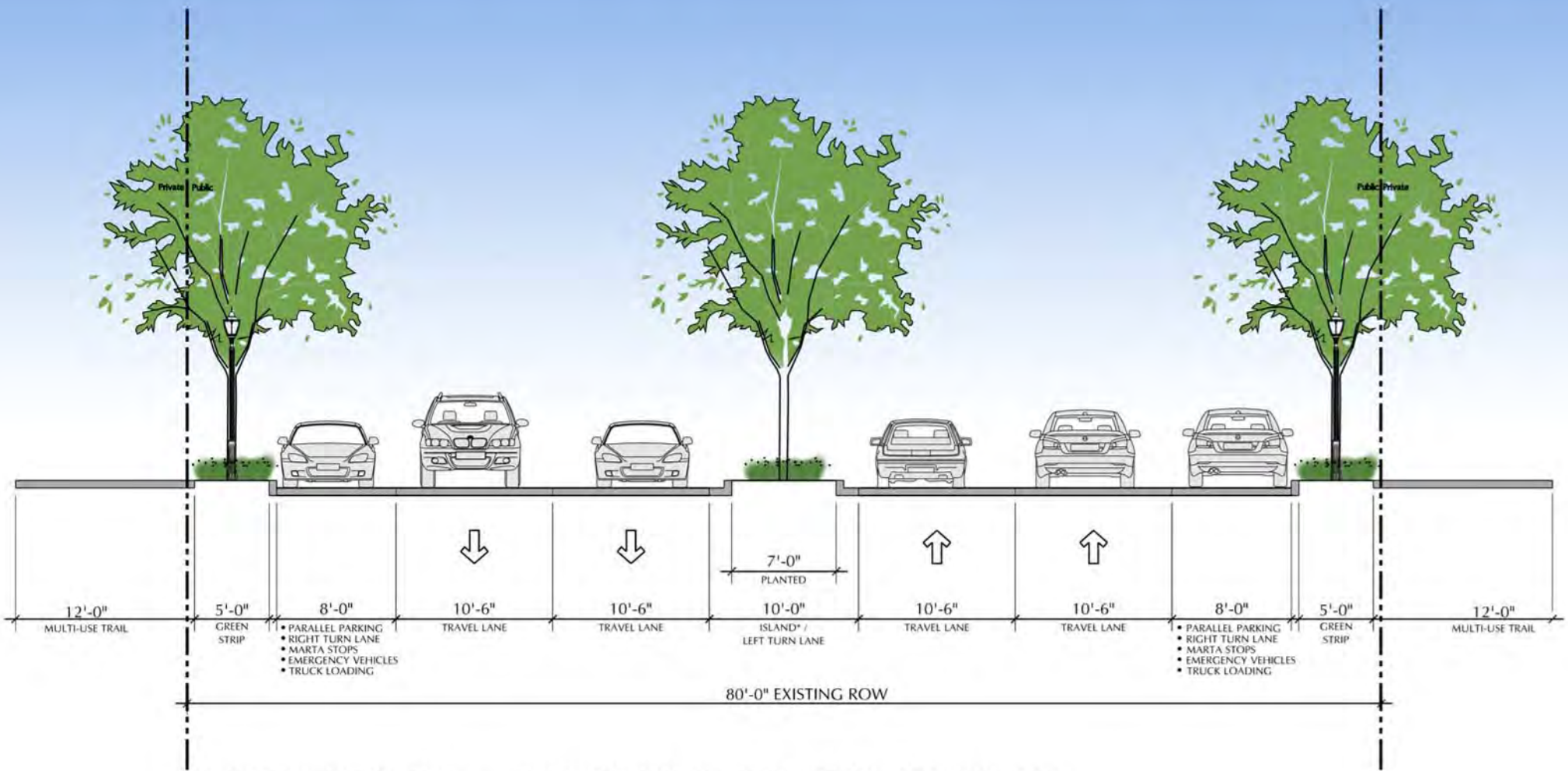


MAIN STREET - MILTON TO ACADEMY



MAIN STREET - ACADEMY TO MAYFIELD

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MAIN STREET - MAYFIELD TO WINDWARD

\* BREAKS IN ISLANDS TO BE DETERMINED BY EXISTING CURB CUTS.

ALPHARETTA CONCEPT PLAN



BIRDS EYE VIEW LOOKING SOUTH FROM ACADEMY STREET  
TOWARD MAIN STREET IMPROVEMENTS



TYPICAL SECTION OF MAIN STREET IMPROVEMENTS

